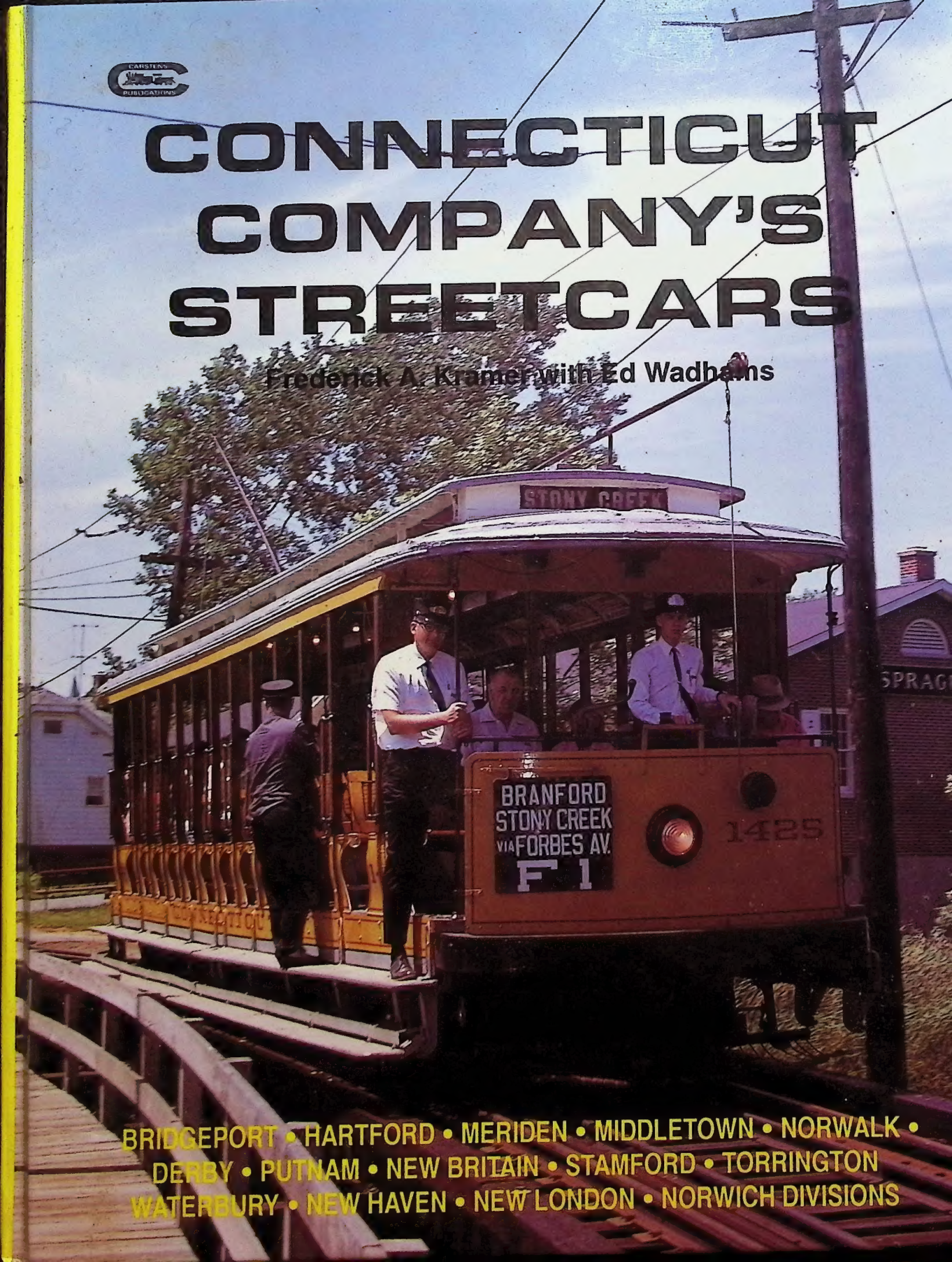
CARSTENS PUBLICATIONS
CONNECTICUT COMPANY'S STREETCARS
Frederick A. Kramer with Ed Wadhams
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1425
BRIDGEPORT • HARTFORD • MERIDEN • MIDDLETOWN • NORWALK •
DERBY • PUTNAM • NEW BRITAIN • STAMFORD • TORRINGTON
WATERBURY • NEW HAVEN • NEW LONDON • NORWICH DIVISIONS

1717
CONNECTICUT

CONNECTICUT COMPANY'S STREETCARS

by Frederick A. Kramer with Ed Wadhams

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FRONT COVER:
No. 1425, 1911 Osgood Bradley 15 bench open car at BERA's Sprague Museum in June 1969. In addition to the Branford Electric Railway, Connecticut cars are also preserved at Connecticut Electric Railway and Seashore Electric Railway. ***-Kodachrome by Hal Carstens***

INSIDE FRONT COVER:
No. 1717 completes its run on the Second Avenue line by turning back toward downtown New Haven on the loop at Savin Rock Park. A postwar feature of the amusement park was its new roller coaster. Built with wood brought in from Guam, it dominates this November 9, 1947 scene. ***- Railroad Avenue Enterprises collection***

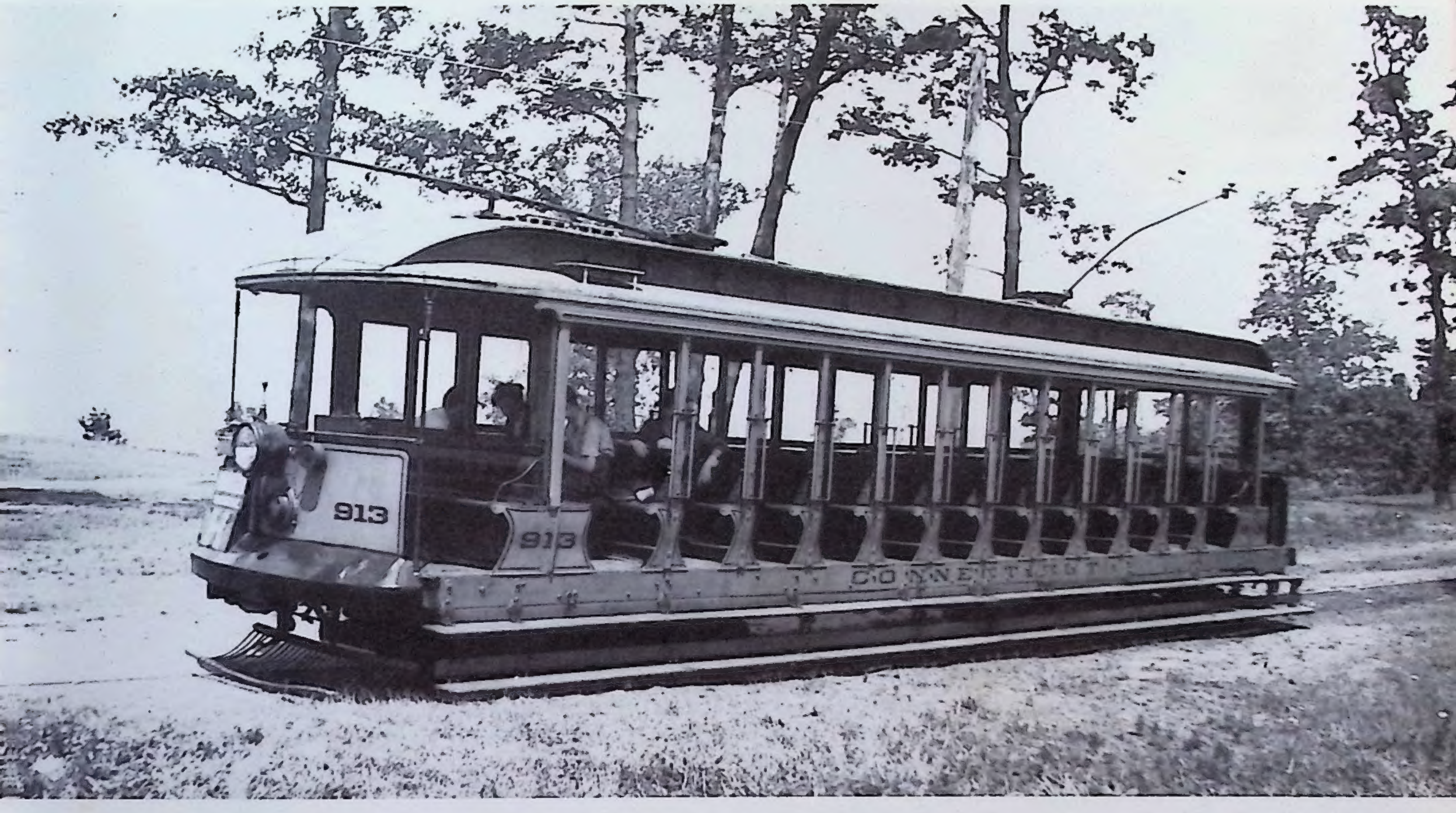
TITLE PAGE:
Two steel city cars pass on the viaduct in New Haven. Both routes "R" and "D" linked West Haven with the New York, New Haven & Hartford's railroad station and the central business district. ***- Jeffrey K Winslow.***

THIS PAGE:
Double truck cars with wood bodies abounded on the Connecticut Company system. This interior view of No. 1199 taken in June of 1938 clearly shows the rattan seats, bare light bulbs, and wood floor characteristic of the car builders' art circa 1910. A clock type fare register is mounted on the header of the bulkhead separating the motorman's platform from the passenger compartment. ***- Ed Wadhamscollection***

OPPOSITE PAGE:
Hallmark of the Connecticut Company was its vast fleet of open cars, fast and powerful enough for any type of service. This scene on the spur track at Lighthouse Park on August 6, 1939 typifies the countless railfan excursions taken with the big opens. ***-Ed Wadhamscollection***

The authors gratefully acknowledge the assistance of William Young, Fred Bennett, and Tom McNamara in compiling the rosters. Data and historical facts compiled by Fred Makowsky and R. Patrick Stanford contributed substantially throughout. Use of photographic material is credited, but without the special cooperation of Jeffrey K. Winslow and Bob Penisi of Railroad Avenue Enterprises this pictorial work would not have been possible. Tickets, timetables, map data, and other corporate information has come from the personal collection of Ed Wadhams whose father proudly wore Connecticut Company badge No. 2113.

FREDERICK A. KRAMER, Westfield, New Jersey
ED WADHAMS, Darien, Connecticut



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A BRIEF HISTORICAL REVIEW

Connecticut enjoyed an early start in the field of electric traction. The state was well populated, industrialized and had at least a dozen cities capable of supporting a streetcar system. Throughout the 1890s, street railway companies were formed, franchised, and built on a modest scale to meet local needs. Some trolley companies were nothing more than horse car lines that had electrified, and quite often the trolley lines sold street lighting and electric power service as an adjunct to their railway business.

As the first decade of the new twentieth century unfolded, the patchworks of local lines were consolidated into citywide systems and lines were extended beyond city limits and across the countryside to neighboring towns. This was a transportation phenomenon seen everywhere as the local streetcar system and interurban industry blossomed.

Connecticut's transportation giant during this period was the New York, New Haven & Hartford Railroad. The railroad's president was Charles S. Mellen. He saw the railroad company's business as transportation in a general sense, not at all limited to steam railroading.

Aided by J. P. Morgan, the railroad's banker, Mellen set about to be the supreme transportation agency not only in Connecticut, but in most of New England. One aspect of this concept was to own the proliferation of electric rail lines that had sprung up and unify them. A less obvious aspect, but just as valid in his far-reaching plan, was entry into the coastwise steamship business.

The trolley companies in Connecticut were to be consolidated into a wholly-owned corporation named the Connecticut Company. Trolley lines in Rhode Island would be consolidated into the Rhode Island Company. Although it did not prove possible to buy or gain control of all the trolley companies in either state, the result was a near, but not complete, monopoly of local transit.

In Massachusetts, penetration was far from complete but trolley systems in the cities of Worcester, Springfield, and Pittsfield did come under control of the New Haven Railroad. These properties retained names that reflected their locality, and did not adopt the generic name of the Massachusetts Company which would have paralleled the naming in the other two states.

The following companies are typical of the city systems which were absorbed into the Connecticut Company, and many were themselves consolidations: Hartford Street Railway, Meriden Electric Railroad, Middletown Street Railway, New Haven Street Railway, New London Street Railway, Stamford Street Railroad.

The list also included little operations such as the Winchester Avenue Railroad and countryside lines such as Meriden, Southington & Compounce, Hartford Manchester & Rockville Tramway, and Torrington & Winchester Street Railway.

In this headlong rush to own the streetcar systems of Connecticut, the New Haven had some competition It came in the form of the Connecticut Railway & Lighting Company, a subsidiary of the huge United Gas Improvement Company. CR&L's properties included the former Bridgeport Traction, Norwalk Tramway, and Waterbury Traction as examples.

The crown jewel in the New Haven's plan to become the overall transportation agency in Connecticut came on August 1, 1906. It was then that a lease agreement was reached with UGI. Connecticut Company would lease CR&L's railway properties. Incidental to this, UGI would lease back CR&L's electric power facilities and CR&L would thus become a shell company, paying its shareholders the income from the two leases.

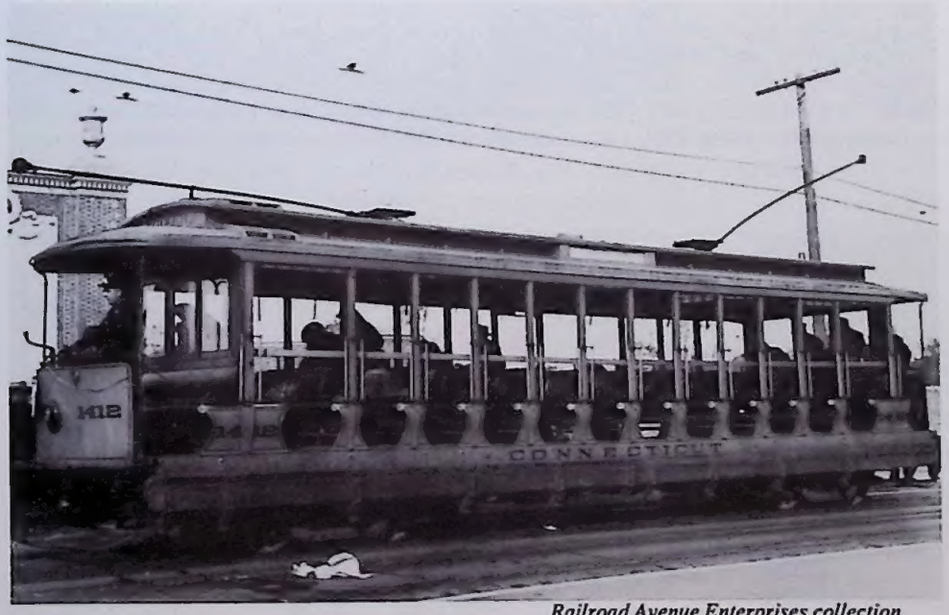
What brilliance Mellen's plan may have had in vision, it lacked in prudence as far as its execution was concerned. Sellers could see the New Haven's determination to buy them out, demanded stiff prices for their properties, and got it. In Rhode Island, for example, the railroad paid $24 million for trolley companies worth less than $10 million.

Since the CR&L properties were leased instead of being bought, the New Haven agreed to terms that would haunt it and the Connecticut Company in the years to come. In order to strike the deal, the NYNH&H guaranteed 75% of a $1.4 million annual rental. It was an extravagant amount to promise to pay for the next 999 years. UGI, on the other hand, guaranteed only 25% of its rental to CR&L for the electric power business, and that was to its own subsidiary.

Connecticut Company was totally owned by the NYNH&H, but CR&L had public shareholders. They certainly found themselves in an excellent position: with no business to operate, CR&L investors were insulated from the uncertainties of the business world, and had two of the region's most powerful companies to assure they would receive their dividends. As a

No. 1313 typifies the double truck wooden cars that Connecticut Company bought during its early years. This 1910 example was 30' 10'' in length, built by Osgood Bradley Car Company of Worcester, Massachusetts. Originally assigned to the Middletown division, this car was brought to Hartford when rail operations in Middletown ended in 1930.

Ed Wadhams collection



Railroad Avenue Enterprises collection

In 1911, Osgood Bradley delivered the last batch of open cars that Connecticut Company would order. Forty-six of the group were assigned to the New Haven division. No. 1412 was one those, seen in this view at Yale Bowl as it unloaded a crowd of football fans on October 31, 1936.

result of this cozy arrangement, CR&L stock, which traded on the New York Stock Exchange, was rarely available.

Connecticut Company considerably expanded its fleet of wooden cars with over 300 bought in 1910 and 1911. Interestingly, nearly half of these were 15-bench open cars acquired almost as the street railway industry ended general use of open cars during the summer months. They would, of course, be the last open cars purchased by the company, just as the closed cars bought in these years would be the last new wood cars.

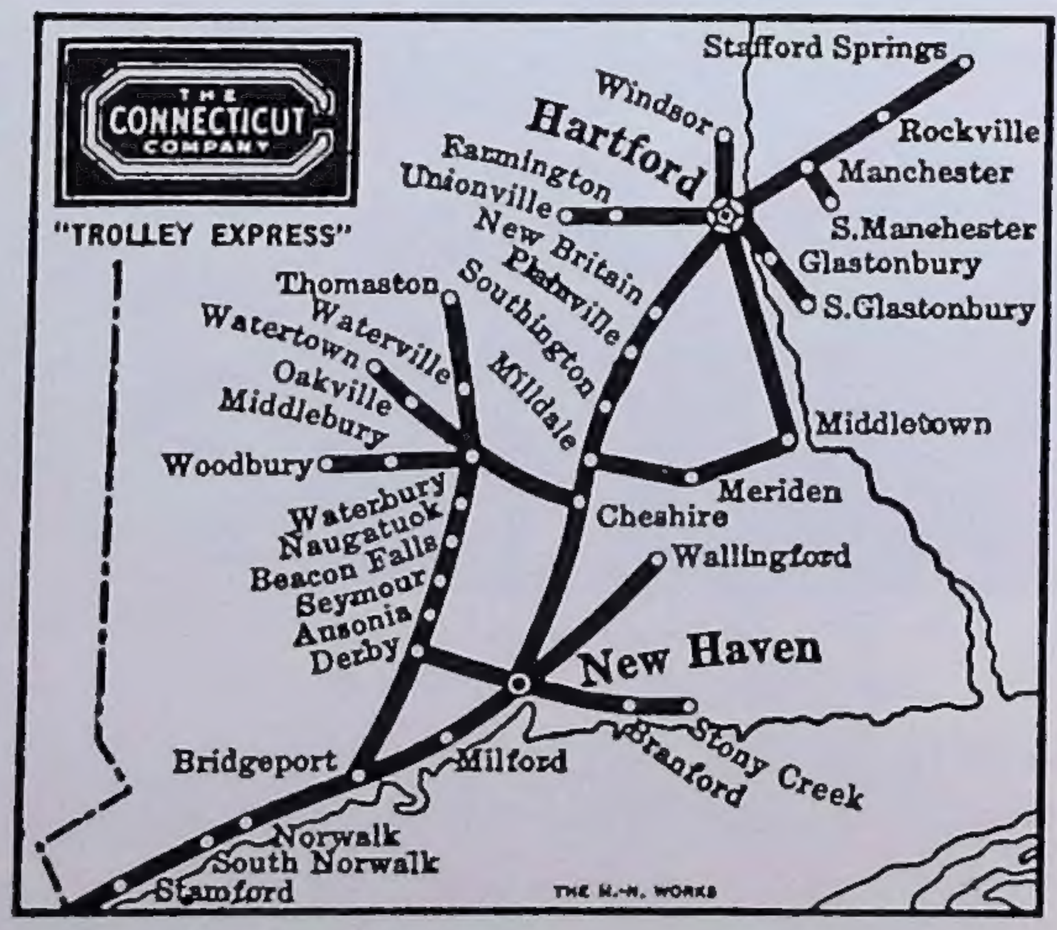
The package and express business was not overlooked by the company. The freight network had 58 regular shipping and receiving points, with terminals in New Haven, Hartford, Bridgeport, and Waterbury. The service covered the territory that connected these principal cities and their suburban lines. Roughly speaking, this was a broad diagonal band running across the state from Stamford to Stafford Springs near the Massachusetts state line. To accommodate the regularly scheduled runs, twenty-one express motors and two trailers were bought new during the company's first ten years. Five more motors plus five

Jeffrey K. Winslow collection

The freight terminal in Naugatuck was a frame structure at the south end of town just where the car tracks went from the center of the street to the side of the road. Express motor No. 2012 has pulled into the siding, its side door lined up with the side door of the freight house. The picture is undated, but the 1933 Ford parked on the other side of the building places the scene no earlier than that year, and the shiny wheels on No. 2012 place the scene no later than 1937 when all rail service here was discontinued.

Ed Wadhams collection

Unmotorized trailers made their appearance on the Express Department's roster in 1918. The service was moribund when this picture in New Haven was taken during May of 1937, and trailers had not been needed for many years.



This diagram appeared on the back of Connecticut Company's system map. It illustrated the trolley express and freight service which the company offered. The service did not extend to the isolated Torrington division nor the three divisions in the eastern end of the state. The exhortation to "Ship by Trolley" appeared as late as 1935 on the timetable booklet covering local service in New Haven. By that time, most of the indicated service was no longer possible.

trailers were constructed in company shops in that period and, in addition, some older express equipment was also used.

Expansion of the Connecticut Company ended as the New Haven's resources dwindled. Finances got so bad for the railroad that it suspended the payment of dividends to its stockholders in 1913. This financial shock was not taken lightly. The Interstate Commerce Commission, with Louis D. Brandeis as the leading inquisitor, criticized the management so severely that Mellen resigned his presidency.

On May 31, 1913, in the midst of this financial pressure, Connecticut Company leased the New London, Norwich, and Putnam divisions to the Shore Line Electric Railway. These properties connected with each other but were isolated from Connecticut Company's lines in central and western Connecticut.

These divisions were, however, quite valuable to Shore Line Electric Railway because its operations now extended from New Haven to two points where connections could be made to Boston, if so desired. One such connection was with the Worcester Consolidated Street Railway at North Grosvenordale, and the other at East Killingly with the Providence and Danielson Street Railway. It was possible not only to travel from New York City to Boston by trolley car, but to return much of the way by a different route.

Political pressure on the NYNH&H came again in 1923 when the New England Governors made an effort to have the railroad reorganize, junk its worthless properties, and get a fresh financial start. There was no means to compel the New Haven to take these actions, and the process of doing did not occur, even partially.

Although the railroad was no longer the tower of financial strength it had once been, some investment was directed toward Connecticut Company equipment Over 400 steel-body cars were bought in the period of 1915-1920. Well over half were double truck cars, primarily for city service although some were constructed for suburban and interurban use. The rest of the acquisitions were lightweight, single truck cars intended to preserve ridership on lightly used lines. The single truck antiques were scrapped, but many of the old double truck wooden cars continued to operate in regular service. The open cars were retained in active status for use on special occasions.

Connecticut Company operated in fourteen divisions five of which were operated under the CR&L lease. The total of fourteen includes those divisions that had been leased to Shore Line Electric Railway because they were returned to Connecticut Company in early 1920. The return was caused by Shore Line's collapse after suffering two severe accidents and a strike.

Peak mileage for the system occurred during the mid-1920s. Not all the operating divisions were strong. Putnam division was closed in 1926 with its operations transferred to Norwich. Torrington, a totally isolated division, was closed January 5, 1929,

Connecticut Co. Operating Division	Miles of Main Line Owned	Miles of Main Line Leased	Miles of 2nd Track Owned	Miles of 2nd Track Leased	Miles Sidings and Turnouts Owned	Miles Sidings and Turnouts Leased	Total Track Mileage	Percent System Size	Percent Double Track
Bridgeport	---	61.7	---	240.8	---	2.7	105.2	14%	66%
Derby	---	18.6	---	3.9	---	1.2	24.1	3%	21%
Hartford	122.9	---	37.0	---	5.7	---	165.6	22%	30%
Meriden	30.0	4.1	1.8	0.1	1.9	0.1	38.0	5%	6%
Middletown	18.3	---	1.3	---	1.0	---	20.5	3%	7%
New Britain	---	23.3	---	8.5	---	1.5	33.4	4%	36%
New Haven	83.8	---	56.1	---	4.1	---	162.7	21%	56%
New London/Norwich	80.9	---	6.8	---	2.1	---	89.8	12%	8%
Norwalk	---	17.8	---	4.7	---	1.1	23.6	3%	26%
Stamford	18.9	0.3	1.8	0.2	1.4	0.0	22.6	3%	11%
Torrington	12.4	---	0.0	---	0.4	---	12.8	2%	0%
Waterbury	15.5	47.7	0.0	20.2	1.5	2.9	87.8	12%	32%
SYSTEM TOTALS	**382.7**	**190.8**	**104.8**	**79.0**	**17.6**	**10.7**	**785.6**	**100%**	**32%**

This data was released by the Public Utilities Commission in 1923. Not surprisingly, city divisions such as New Haven and Bridgeport had a high percentage of double track. However, Hartford division with a number of long rural lines had so much route mileage that its double track percentage ranked lower than the system average.

Jeffrey K. Winslow

The car-buying spree that started in 1915 with the 1700 series went on to include the 1800 series steel cars of 1917. No. 1838 is from a group of 59 which Osgood Bradley delivered that year. Headed toward the New Haven Green and then the long run out Dixwell Avenue, the car picks up passengers at the railroad station.

Jeffrey K. Winslow collection

In the three year period of 1918-1920, new equipment deliveries were primarily single truck safety cars. All of these were of a standardized type that was the rage of the transit industry at the time. Most car builders were licensed to offer these cars which were based on a design created by a Stone & Webster engineer named Birney. Connecticut Company orders for Birney cars were divided between American, Wason, and Osgood Bradley with 64 bought in 1918 and 12 in 1919. Apparently well satisfied with results, the company bought 91 more in 1920. No. 2304 came from Osgood Bradley in 1920. It is seen laying over at the end of Norwich's Boswell Avenue line on August 12, 1936.

well in advance of the Depression. Rail service ended on the Middletown division on July 5, 1930, only a few months after the stock market crash and thus not as a result of the Depression.

By 1932, the NYNH&H was in serious financial trouble. It curtailed construction, cut fares, reduced directors' fees, and required officials to take two unpaid days off per month. Its Worcester trolley company was in receivership, but it reported that Connecticut Company had expenses under reasonable control.

As business conditions worsened, streetcar service ended in Stamford on Armistice Day, 1933, in New London on March 18, 1934, and on the leased property in Norwalk on September 30, 1935. On most routes, Connecticut Company continued to provide local transit using buses.

With rail service ended in Torrington, Middletown Stamford, New London and now Norwalk, rail system mileage had contracted to only half of what it had been ten years earlier. Much of this mileage had been rural routes, barely profitable in horse and buggy days. The intercity lines that made up the freight network was decimated by 1935, and there would be nothing more than local switching in two more years.

The big blow came on October 24, 1935 when the NYNH&H Railroad filed for bankruptcy. The direct cause was its inability to borrow money to refund maturing debt. No bank would lend to this railroad whose revenues were half of what they been in 1929.

The Reconstruction Finance Corporation of the federal government had already lent money to the New Haven and would not provide additional funds. The railroad's stock which had sold as high as $132.50 in 1929 was now selling at $2.63. With this single example, it is no wonder that Americans would remember the destructive effects of the Great Depression for decades to come.

Connecticut Company's operating deficit in 1934 was an astounding $1,814,000. Obviously, Connecticut Company could not continue in business without the financial support which the New Haven could no longer provide. Connecticut Company therefore prepared a reorganization plan of its own and filed for bankruptcy a week later.

The plan was presented in the United States District Court in Connecticut. There were two major objectives in this reorganization plan. One covered the immediate need to conserve cash and the second covered a longer range plan to reduce expenses and debt obligations.

Taking the second point first, the means for reducing expense and debt was to convert the entire system to buses for reasons of economy. The operating costs for a bus were higher per mile than those of a streetcar but there was little needed in the way of investment beyond the cost of the buses themselves and a garage to keep them in.

There was now no possibility that modern streamlined streetcars would be sought or obtained. The existing physical plant would, by design, be without further improvement and maintained at the minimum level needed for public safety. The goal was to eliminate the expense of track, street, overhead wire, and power supply maintenance.

A substantial investment in those facilities was to be written off. The loss of investment was, in this case, a loss to the NYNH&H. This was no small matter as $2 million in Connecticut Company debt was due to mature within the following two months.

The other point covered the means for conserving what little cash Connecticut Company had. The plan proposed to drop the $1.4 million annual lease of the CR&L lines. The New Haven was in no position to provide the 75% of the amount which it had guaranteed but that still left Connecticut Company with an unquestioned obligation of $350,000 and CR&L due an additional $1,050,000 from one or both of the parties. With only $131,000 in cash, there was no way for Connecticut Company to continue the lease.

The exact figures came as a mild surprise to the financial community. From the bench of the federal court, Judge Hincks ordered Connecticut Company to continue business but pay none of the interest due the New Haven.

On November 7, 1935, CR&L filed suit as a means of protecting its position. However, on December 10, 1935 the bankruptcy court agreed that the health of Connecticut Company required that the lease be terminated and it so ordered.

Connecticut Company operations on all of the leased divisions terminated at midnight on Friday, November 15, 1936. On Saturday morning, operations were carried out by CR&L.

Howard S. Palmer, who had been president of the New Haven when it went into bankruptcy, was one of three trustees for the New Haven. On February 7, 1936, he became president of Connecticut Company replacing John K. Punderford. Punderford had been Connecticut Company's president for the preceding ten years and had done a creditable job, but he now became Palmer's assistant. He did, however, retain his posts as head of the Berkshire Street Railway and Springfield Street Railway. These men had the unenviable job of maintaining service while meeting the objectives of the reorganization plan.

Conversion to buses was continued, but it required court permission to spend the money to buy them. Connecticut Company had bought 76 buses before reorganization at a price of $548,913. One of the problems was that they hadn't been completely paid for, as $212,979 was still owed to American Car & Foundry.

On May 19, 1936, the court approved a final lump sum payment for the buses and also approved an additional $283,000 expenditure for buses to convert the Norwich division. Connecticut Company also planned to motorize the Edgewood Avenue line in New Haven.

Rail service ended in Norwich on December 13, 1936. This left Connecticut Company streetcars running in only two cities–Hartford and New Haven. CR&L streetcars ran in four cities: Bridgeport, Derby, Waterbury, and New Britain.

When Connecticut Company returned CR&L's property, it also provided rolling stock. Bridgeport got the most with 51 double truck steel cars and 13 wooden cars. Derby got eight double truck steel cars, nine single truck cars, and seven wooden cars. Waterbury's total of 29 cars were divided 23 to 6 between steel and wood bodies. New Britain got the fewest number of cars, five steel and seven wooden. There were many additional wooden cars stored in these divisions but they were inactive and intended to be scrapped. CR&L did the actual scrapping.

Jeffrey K. Winslow collection

Addition of the words RAILWAY AND LIGHTING COMPANY was all that was necessary to re-identify the rolling stock that Connecticut Company provided to CR&L. No re-numbering was involved. Bridgeport division's No. 1763 displays an example of the added lettering. In May of 1937, the car turns back on Fairfield Avenue in Bridgeport.

Although CR&L had resumed operations, it was in no mind to continue the electric cars. Notice of plans to convert to bus operation appeared in February of 1937. Rail service ended in New Britain on April 25, 1937. Abandonment of streetcar service in that city was but a prelude to the complete end of rail service. The street railway era ended simultaneously in Bridgeport, Derby, and Waterbury on Sunday, June 20, 1937.

Argument about payment for Connecticut Company's lease of the CR&L lines was far from over, however. The claim was for $12,991,130 to cover a 5% return on its investment in the leased properties for the 969 years remaining on the lease. In addition, CR&L sought $2.3 million in rentals up to 1936 and an additional $400,000 annually until the case was settled.

Lawyers for CR&L were indeed correct in anticipating that the case would drag on. It did. Damages of only $1,289,037 were awarded by the District Court. This was about 10% of what was sought, an unacceptable judgment in the view of CR&L. The federal Circuit Court of Appeals assessed damages of $4,411,838 on February 14, 1940. This was unacceptable to the NYNH&H which appealed to the United States Supreme Court. The Supreme Court ended the long controversy on January 7, 1941 by letting the $4 million judgment stand.

By 1941, Connecticut Company had mustered sufficient resources to convert its Hartford division to bus operation. The last cars rolled down the streets there on July 27.

Only on the New Haven division did the aging streetcars plod on. Earlier, the fleet received a windfall when twelve fine double truck steel cars were brought to New Haven from the Berkshire Street Railway in Pittsfield, Massachusetts. The Berkshire, one of the NYNH&H properties, had these fast, comfortable cars built for it by Osgood Bradley Car Company in 1927, only to discontinue electric operations five years later.

World War II brought immense traffic increases for transit properties nationwide. No streetcar line conversions to bus operation were permitted because of the need to conserve gasoline and rubber. Bus manufacture was curtailed and new buses allocated to cities where wartime industry workers were desperately short of needed transportation.

These events prolonged the streetcar era in New Haven to the extent that the Connecticut Company's overall plan could not proceed. By the time that new buses were available after the end of war, the trolley system and its equipment were physically exhausted. The streetcars that had faithfully served that major city made their last runs on Saturday, the 25th of September 1948.

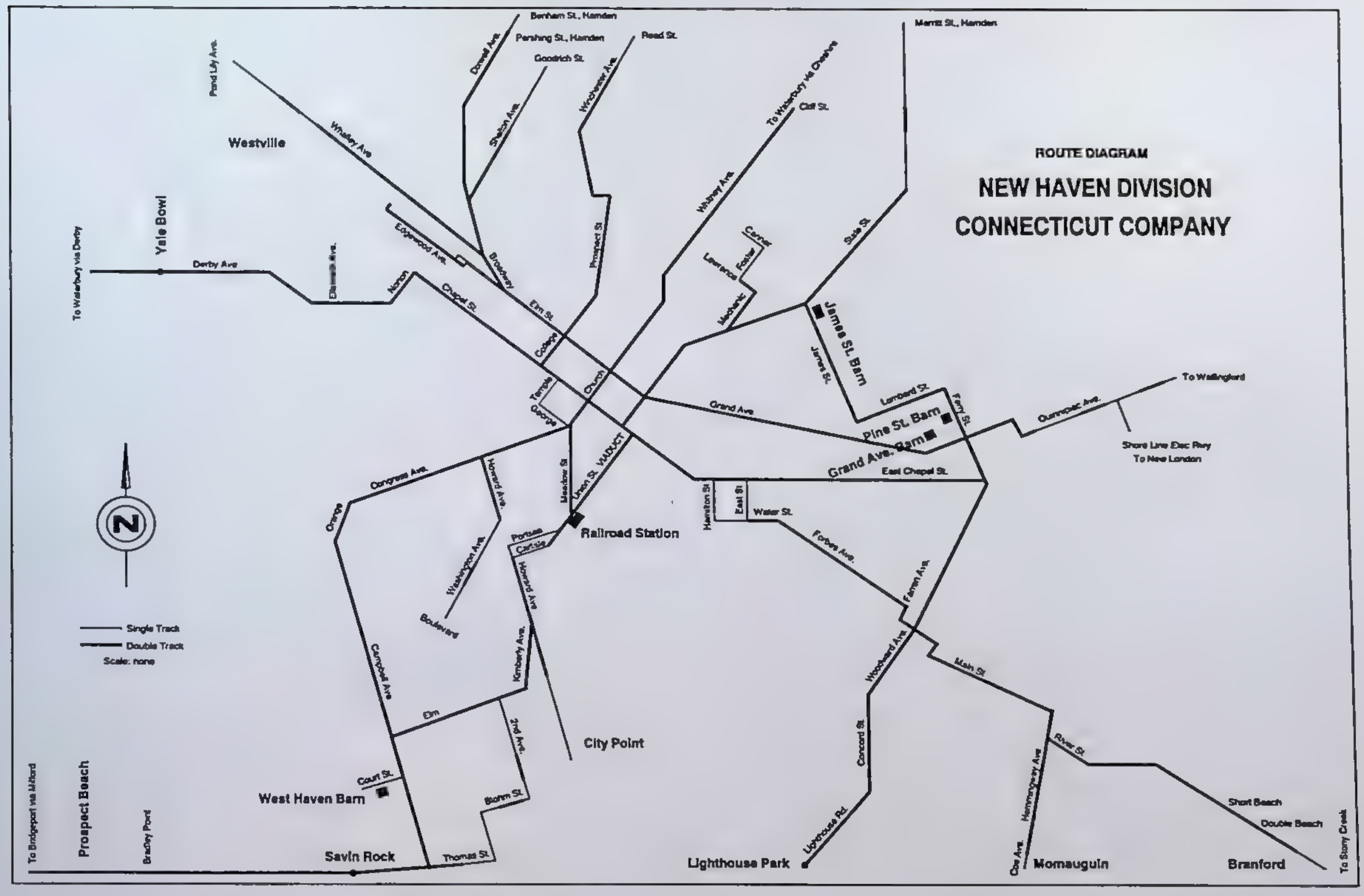
TOP:
No. 3205 was one of the ex-Berkshire Street Railway cars that were brought to New Haven in 1932. The car is seen in the winter sunlight of March 10, 1940 on the loop at Lighthouse Park. After departure, the car will run past the Green on Chapel Street and turn back on the crossover at Derby and Ellsworth Avenues.

BOTTOM:
The end of streetcar operation was barely three months away in this June, 1948 scene at the second inbound shelter on Broadway. The first inbound shelter and the junction of the Dixwell and Whalley lines can be seen in the background. The rainy weather emphasizes the deterioration of this paved right-of-way.

Both, Railroad Avenue Enterprises collection

129

NEW HAVEN

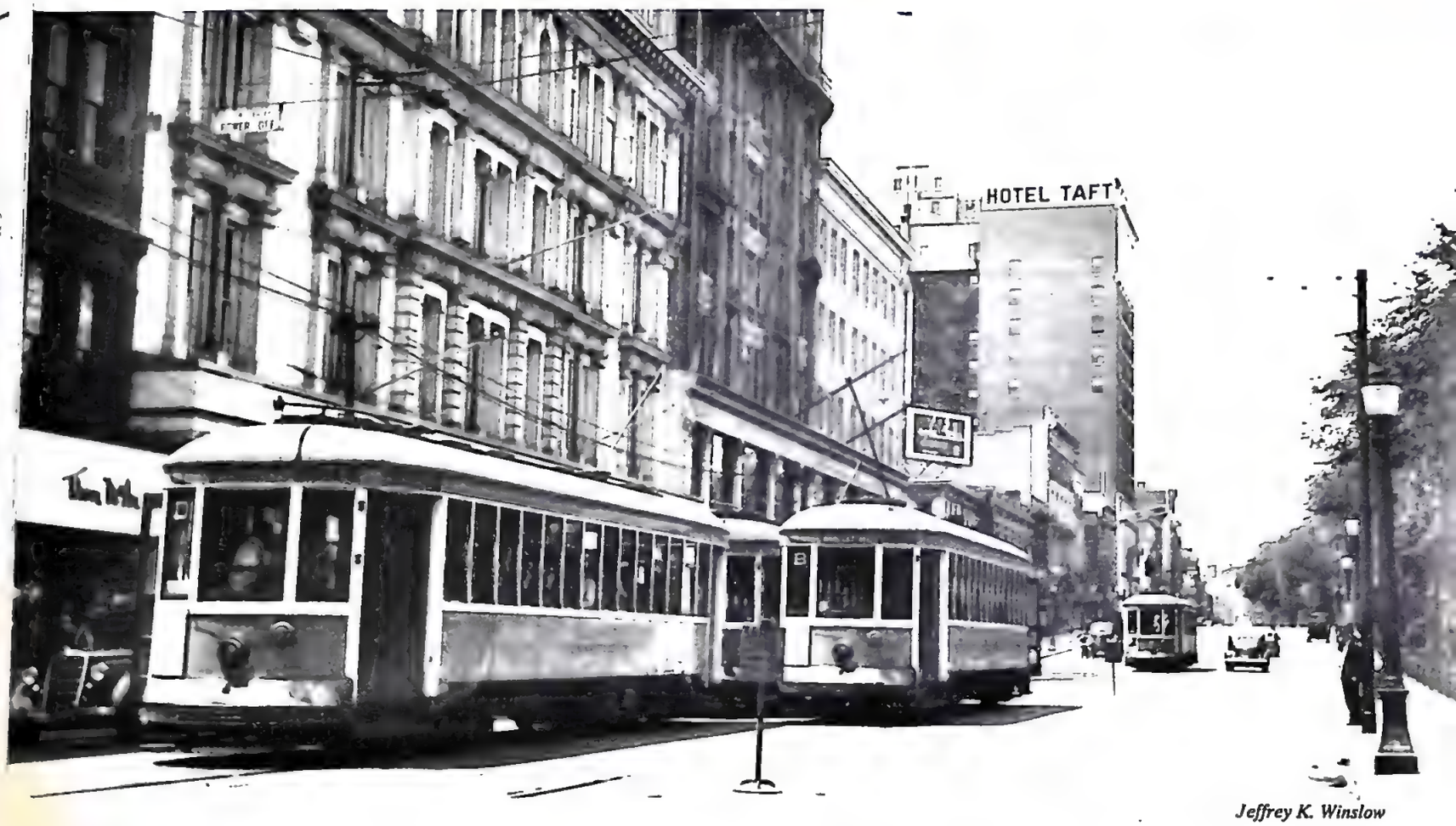


Although New Haven was, and is, Connecticut's second largest city, it was served by the largest of Connecticut Company's fourteen operating divisions. The core of the city is the nine equal squares of sixteen acres each that the Puritans laid out when they established their town. New Haven's central square was designated as the Green_the city's civic and religious center. Streetcar operations focused on this central point with double tracks on all four sides.

The intersection of Church and Chapel Streets at one corner of the Green was the principal transfer point of the division. Lines radiated in all directions to the city's industrial and residential areas. Some lines went on to serve points such as Yale Bowl, the amusement park at Savin Rock, and the recreational park at Lighthouse Point. Interurban lines to Bridgeport Derby, Waterbury, Meriden, New Britain, and on to Hartford entered and left New Haven using the city routes.

The principal car house was at State and James Streets. It was remarkable in having two floors for car storage, with the upper floor housing the open cars in later years,. Another car house at Court Street in West Haven was closed before World War II, but its yard served the division to the end of streetcar service. Overhauls were performed in company shops located on Grand Avenue off of Ferry Street. A nearby car barn at Pine Street was also closed before the war.

OPPOSITE PAGE:
Imposing buildings face the Green from the east side of Church Street. At left, the United State Post Office and Court House is proclaimed atop its Corinthian columns and arched porticos greet depositors at the Second National Bank of New Haven. At the righthand end of the bank building, there is a modest doorway labelled by its address number of 129. This was the entrance to Connecticut Company's general office headquarters. No. 1588, outbound on the State Street line, passed by the offices on June 13, 1948 back in the days of bobby sox. *- Railroad Avenue Enterprises collection*



Jeffrey K. Winslow

W. Broschart, H. A. Smith collection

OPPOSITE PAGE, TOP:
New Haven was a colorful scene in streetcar days as yellow and white trolleys came and went. There were as many trolleys as automobiles plying Chapel Street in this pre-war scene. The camera looked west from Church Street, the main transfer point, with the Green to the right.

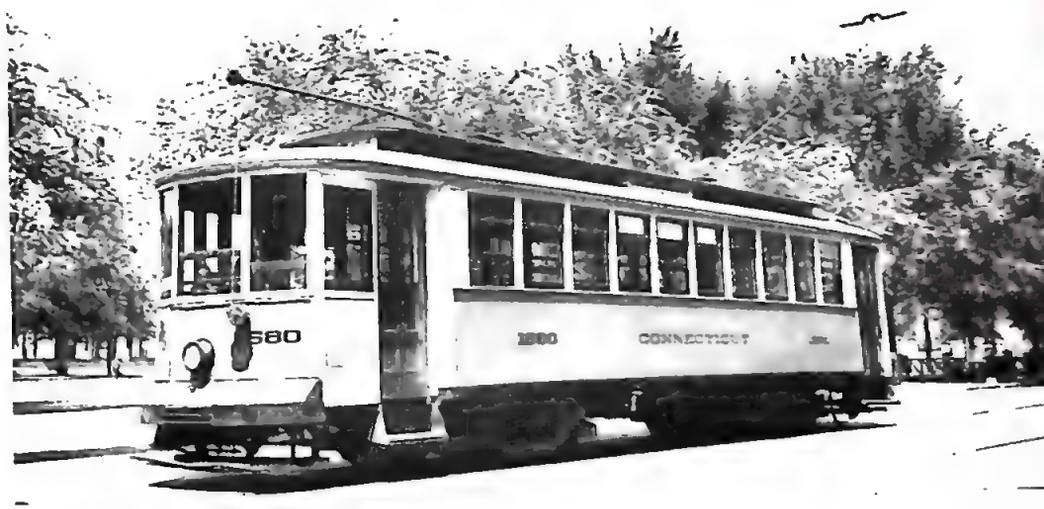
OPPOSITE PAGE, BOTTOM:
Passengers boarded streetcars in the middle of Chapel Street from "safety zones" which were designated areas out in the street near the car tracks. In some cities, these were narrow, curb-height islands made of concrete, often marked with a warning light and a protective post. In New Haven, however, boarding zones were merely a set of boundaries painted on the street surface. A stanchion at each end provided warning to motorists, adequate for pre-war traffic levels. A Shelton Avenue passenger waited on the island for a lady with a cane to step off No. 3115.

THIS PAGE, TOP:
No. 1701, assigned to the "A" line, stopped at the Green highly decorated Green for 1938's American Legion Convention. A dash card advertised one of Connecticut Company's bus tours.

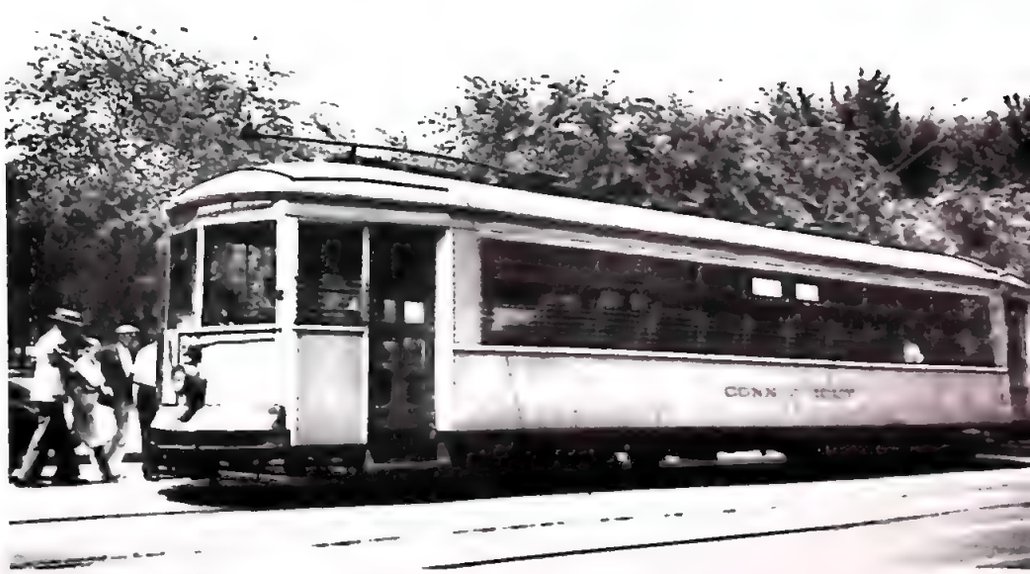
THIS PAGE, MIDDLE:
An Edgewood Avenue bus trailed No. 1580 as it eased along Church Street at the Green en route to West Haven. Before the war, Connecticut Company updated its wooden cars with a light steel sheathing. The 1600 series cars were completely sheathed, but the 1500s received the treatment only on the ends and vestibules.

THIS PAGE BOTTOM:
The joys of summer included a streetcar ride to Savin Rock amusement park. No. 3205 will soon board a young fellow in white knickers in the company of his straw-hatted dad. A ding on the gong and they'll be on their way.

W. Broschart, H. A. Smith collection



Jeffrey K. Winslow



Jeffrey K. Winslow

Jeffrey K. Winstow

At the west end of the Green, Dixwell Avenue cars were greeted by the ivied halls of Yale on tree-shaded College Street. At the next corner, No. 1875 will turn left and continue through the campus on Elm Street. Connecticut Company's bus service to the 1939 World's Fair was advertised on the dash card. Trips operated Saturdays and Sundays only at a fare of $1.75.

At the east end of the Green, route "M" cars swung off Church Street onto Elm for a two-block run to reach State Street. In this July 8, 1948 view, No. 1900's torn roll sign is exposed to the weather as are the ankles of the motorman because of a missing pane in the door panel. Apparently traffic has been delayed, judging by the no-nonsense approach of the company's uniformed car starter.

Railroad Avenue Enterprises collection

Railroad Avenue Enterprises collection

Two blocks south of the Green on Church Street, No. 1901 reached the angular intersection at George Street. The tracks diverged here with route "M" cars bearing slightly right as they swung onto Congress Street for their runs into West Haven. It was June 13, 1948. A Kaiser automobile followed the streetcar, and Mr. Roebuck still got plenty of play at Sears even though he had long since sold his interest in the business.

The intersection at Green and Church Streets opened onto Congress Square. No. 3000, one of only three double truck safety cars on the roster, sat in the square one day in 1941. The 1938 Dodge parked at the curb had a radio, not all that common in the 1930s. The convertible behind it is a 1939 Buick, with two 1937 Fords in back. By way of comparison, No. 3000 is a 1922 Wason.

Jeffrey K. Winslow

Jeffrey K. Winslow

Both bottom pictures, Railroad Avenue Enterprises collection

TOP:
The NYNH&H Railroad station was a half mile as the crow flies from the Green. To connect these points without the delays of street congestion, the railroad's subsidiary built a viaduct adjacent to its main line tracks for the distance between Chapel and Union Streets. No. 1704 has swung off the viaduct's right-of-way onto Chapel Street.

BOTTOM, LEFT:
The fire escapes identify the building above No. 1834 as the same one seen in the top picture. Thus, the streetcar has just turned onto the viaduct, heading for the railroad station and on beyond to Savin Rock. The date is August 14, 1948 and Coca-Cola has already changed its formula to eliminate the habit-forming ingredients that were present during and before the war.

BOTTOM, RIGHT: **The nature of the viaduct can be appreciated from this view of No. 1882 approaching Chapel Street with No. 1717 receding toward the terminus of route "DD" at the railroad station. The viaduct was flanked by the backs of commercial properties on one side at street level, the NYNH&H at a lower level on the other. If necessary, cars could be turned back at this switch on the double track private right-of-way.**

The residential northern section of New Haven was served by six streetcar lines. The Dixwell Avenue route extended two miles beyond city line and carried more traffic than other the others. Streetcars moved through the Yale campus on Elm Street, curved onto a short transitional thoroughfare named Broadway, and thence onto Dixwell Avenue. This view at the first outbound shelter on Broadway looks back at outbound car No. 1775 against the backdrop of Yale's Harkness Memorial Tower.

Ridership on Dixwell Avenue required operation of short turn cars throughout the day. These cars were designated as route "DD" which ended their runs at Pershing Street, a half mile short of Benham Street where "D" cars terminated. A key factor in this mode of operation was the limited number of cars that could be handled on the single track beyond the end of double track at Pershing Street. Track and street work was badly needed in July of 1948 when these 1800 series cars passed on Dixwell Avenue.

Both, Railroad Avenue Enterprises collection

T. F. Gleichmann, Jr. collection

Railroad Avenue Enterprises collection

TOP:
Rails on Winchester Avenue ended at Read Street, two blocks short of New Haven's northern city line. Both routes "O" and "S" terminated here. This 1943 view catches a trim No. 1879, one of 59 cars delivered in 1917 by Osgood-Bradley. Intended for city service, this series of cars were equipped with maximum traction trucks, a design using larger diameter wheels on the propulsion axle and smaller wheels on the idler axle which served to guide the truck.

MIDDLE:
Route "A" was a U-shaped route serving the north side. The eastern leg of the U-shape was near East Rock Park with a twisting route ending at Canner and Orange Streets where No. 3125 is seen on November 10, 1946.

BOTTOM:
The western leg of route "A" operated out Dixwell Avenue, ending at the city line at Goodrich Street. Wooden car No. 1599 was assigned to the service in April, 1939.

Ed Wadhams collection

TOP:
Before the Interstate highway system was built, motorists took US 5 from New Haven to reach Hartford and the upper Connecticut River valley. This route used State Street in New Haven which had a double track car line to Lyman Street and single track to Merritt Street, a half mile beyond city limits into Hamden. On June 13, 1948, deck-roofed No. 1587 rolled downhill toward James Street. At right is Connecticut Company's immense car barn.

MIDDLE:
Streetcar service was abandoned on Whitney Avenue in 1937, but reopened to city line at Cliff Street in 1943 as a wartime measure. Scars of a second track can be seen, for this was once the route to Waterbury via Cheshire. Two ancient wood cars reached end of track on November 9, 1947.

BOTTOM: **Line car No. 0206 delayed traffic at State and James on March 10, 1940. The car barn is seen beyond the Esso station.**

All, Railroad Avenue Enterprises collection

Jeffrey K. Gunslow

One of the longer city routes ran out Whalley Avenue to the Westville section of New Haven. The last three-quarters of a mile was single track with a turnout at Davis Street before reaching the end of the line at a street named Pond Lily Avenue. No. 1182 waited at the turnout as No. 1702 took the switch on its inbound run to City Point.

Ed Wadhams collection

The other city route to the western reaches of New Haven was the line out Chapel Street and, with a jog on Norton Street, onto Derby Avenue. As the name implies, this was the former intercity route to Derby and thence to Waterbury. City service was offered to Yale Bowl after the Derby line was cut back in 1937. A crossover at Ellsworth Avenue, just west of Norton Street, was an important turnback point used by through-routed cars from East Haven lines. No. 780 sat on Derby Avenue near the crossover at Yale Bowl in April of 1939 with a route "E" sign. During the war, East Chapel–West Chapel became route "Y" using reopened trackage on East Chapel.

Both, Railroad Avenue Enterprises collection

Streetcars went from New Haven into West Haven over two routes, one via Congress Avenue and the other via the City Point section. The latter route ran down Portsea Street from the railroad station to Howard Avenue. No. 1868 turned onto Howard on September 11, 1948, two weeks before final conversion to bus. Routes "D," "DD," and "J" were the company's last rail lines.

West River separates New Haven and West Haven. This drawbridge on Kimberly Avenue leads to Elm Street, West Haven. A 3200 series car working route "J" approaches the ornate structure. Special blade-like hardware was used to guide trolley pole wheels across the places where the wire would disconnect when the bridge was opened. Motormen would have power off as the car moved beneath those points.

Both pages, Railroad Avenue Enterprises collection

TOP:
The heart of West Haven is at Campbell Avenue and Main Street. No. 1820 makes a service stop here, having turned onto Campbell Avenue three blocks earlier. Cars coming from New Haven via Congress Street turned onto Campbell a mile and a half back. Besides drugs, cosmetics, luncheon, and soda, Silver's provided Western Union telegram service. Other marks of the times are an unleashed dog prowling Silver's sidewalk and the foot patrolman with his night stick chatting with a young lad in his Sunday finest.

BOTTOM:
In August of 1948, No. 1868 awaited departure time at Savin Rock next to the amusement park's second roller coaster. It was the last season to come here by trolley.

TOP:
The 2nd Avenue line served the shoulder of West Haven which jutted out into Long Island Sound. The route acted as a back way to Savin Rock through an attractive residential area. It was single track with one turnout on 2nd Avenue and another on Blohm Street. No. 1858 headed inbound on 2nd Avenue just past its turnout at White Street on November 10, 1946. A dash card advertised radio station WELI. In commercial radio's early days, call letters invariably carried a meaning, usually an acronym for the city. In this case, reference is made to Yale University.

BOTTOM:
No. 1717 made a swing onto Blohm Street from 2nd Avenue in the days when neighborhoods had a primary dependence upon local grocery stores and meat markets.

Both, Railroad Avenue Enterprises collection

Railroad Avenue Enterprises collection

Streetcar travellers between New Haven to Bridgeport rode along the shoreline of Long Island Sound through Woodmont, Milford, and Stratford. Bus service from New Haven to Bridgeport began in 1934 with New Haven division rails cut back to Milford. Further cuts terminated rail service at Dawson Avenue in the Prospect Beach section of West Haven. No. 3205 raced down the old line on June 13, 1948. Since leaving Savin Rock, the car has crossed the Cove River trestle, come across the marshlands, and is seen approaching the car shelter at Bradley Point.

Jeffrey K. Winslow

The crossover at Dawson Avenue was the "J" line's terminal until the last day of rail service. This inauspicious point was reached by private right-of-way through the West Shore community of Prospect Beach. The view was taken from a chartered car spotted on the unused length of inbound trackage that was retained as a storage spur. The charter car operator checked conditions as No. 3207 working the scheduled service pulled down to change ends and crossover ahead of the special.

Both, Jeffrey K. Winslow

TOP:
Route "G" to Lighthouse Point Park ran through the Brightview and Morris Cove sections of New Haven, east of the Quinnipiac River. After crossing the river on the Forbes Avenue bridge, the cars turned south onto Woodward Avenue at Granniss Corner, moved a block over to Concord Street, then down to the foot of Lighthouse Road. No. 3202 leaves the pavement of Lighthouse Road and enters the private right-of-way which will carry it to a turnaround loop within the grounds of the park.

MIDDLE:
The loop in the park had two sidings for car storage. The sidings were arranged so that a car could enter on one siding, change ends, and switch onto the second siding to wait for the crowds when an event at the park ended. In August of 1940, No. 3123 and another car were on the waiting track as a 3200-series car in regular service moved around the loop.

BOTTOM:
Wood car No. 1199 ran the Lighthouse service on June 17, 1945. Every series of streetcars seemed to have one member that was faster than others in the group. This was the one among those built by Stephenson in 1907.

Railroad Avenue Enterprises collection

Jeffrey K. Winslow collection

Art Ward, H. A. Smith collection

TOP:
Route "F" ran through East Haven to Branford, and originally on to Stony Creek where a connection was made with the Shore Line Electric Railway. Much of the distance was covered through wetlands and close by the coastline of Long Island Sound. The rocks at the right in this 1939 view mark the edge of the beach at Pages Cove in Double Beach. No. 1922 grinds its way back from Branford on its trek to Ellsworth and Derby Avenues, about seven miles away.

BOTTOM:
In 1937, a bus shuttle was substituted for streetcars between Branford and Stony Creek. In early August of 1941, rails were cut back within Branford to the bridge over the railroad. This location quickly proved to be a poor transfer point for the bus and by mid-August the line was cut back further to a place called "Red Barn" where the right-of-way crossed Stannard Avenue. No. 1901 is seen sitting there waiting for the connecting bus. This arrangement would last until April of 1946 when the line was again cut back, this time to the post office at Short Beach.

TOP:
No. 3206 rambled along the right-of-way at the side of Maple Street in Branford center. This was a chartered car, as 1900 series cars were normally assigned to maintain the Branford schedules. The date was March 10, 1940 well before this section of track was abandoned due to unsafe bridge conditions between this point and the center of town.

BOTTOM:
No. 1917 sat at Branford's triangular green carrying the Stony Creek destination sign. The stanchion at the right marks the stop for the bus connection that will complete the trip. The bus ride was longer than the old streetcar ride which had used private right-of-way to achieve a fairly direct route to Stony Creek.

Both, Railroad Avenue Enterprises collection

STEAMBOAT

THE OPEN CARS

By far, New Haven's greatest item of interest from a traction standpoint was its great fleet of open cars, some of which dated back to the first decade of the century. A summer streetcar ride was truly a heady experience, at once exciting with unmuffled sounds of motors and brakes and yet relaxing with warm breezes brought about by the motion of the car.

In the early 1900s, it was considered normal for a street railway property to have both open and closed cars. It was an expensive investment to make, and an unwelcome one at that. Some cities economized by owning both types of car bodies but only enough sets of trucks and apparatus to equip one type at a time.

One industry answer to eliminating the need for two sets of cars was the convertible. Car sides were provided in panels that could be removed and stored during the summer months. But both open cars and convertibles in their summer configuration were inconvenient to both passengers and crew when rain storms struck suddenly.

Car builders offered a compromise in the form of semi-convertibles, cars with fixed sides below the window line and sash that slid down into pockets in the sides or, more commonly, upward along the inside of the roof. Connecticut Company's 1700- and 1800-series cars were semi-convertibles.

With public acceptance of this design, most streetcar operators found ways to get the open cars not only out of sight, but also off the property. One way was to rebuild the open car bodies into work equipment, and Connecticut Company, having so many opens, did quite a bit of this.

By 1940, there were few companies that had any open cars on their roster, and fewer still who would consider running them. A few places, Savannah, Georgia and Montreal, Quebec as two examples, retained a car or two for trolley parties and excursionists These ran on city streets as well as such private right-of-way lines as they might have. The last regular service which contended with traffic on city streets was in Wildwood, New Jersey. There, the Five Mile Beach Electric Railway Company ran single truck open cars on its single track system until the end of the 1945 season.

There was a special case, however, in Philadelphia where Fairmount Park Transit operated the remains of a fleet of fifty open cars built in 1896. The line was entirely on private right-of-way in the city park and served an amusement park owned by the company. These cars ran daily in summer months and were the last in the nation to do so. The last service on this unique property ended after Labor Day, 1946.

By any measure, the number of open cars on the Connecticut Company roster in 1942 was enormous. There were 80 of them, all of course located in New Haven, the sole remaining rail division. Of these, 54 had been originally assigned to New Haven, 12 to Waterbury, and 6 to Norwalk. The rest were scattered refugees from Bridgeport, Meriden, New Britain, and Stamford.

Since the 1930s, the primary use for the open cars was to handle the crowds attending Yale University's home football games. They also were used for the high school championship games played in the Bowl following the end of Yale's regular season. During the war years, the cars were used on company picnics. And they were available for charter by railfans, but that is story in itself. Through railfan effort, ten of these historic cars survive in electric railway museums.

OPPOSITE PAGE:
Fifteen bench open car No. 925 sits outside the doors of the upper level at the James Street car house. The interior lights are on, the benches wiped down, air pressure pumped up: all is in readiness for Saturday duty on runs to Yale Bowl. The car was built in 1906 by Jones' Sons Car Company of Watervliet, New York for the Consolidated Railway Company. This series of cars was fitted with end-mounted roof roll signs containing destinations relevant to operations in the early years. One such indication related to steamboat operations conducted by the New York, New Haven & Hartford in another of its subsidiaries. The sign was turned up for this railfan photograph and will be reset to the serious destination of Yale Field in a few moments. *- Jeffrey K. Winslow*

The hostler goes about his work of queueing up the big open cars and making them ready on game day. Departure will be in quick succession from the ten-track upper level of the James Street car house. All cars in this scene are in the 900 series delivered by Jones in 1906. The roll sign on No. 921 reads Yale Field, as the destination was called before the Bowl was built.

A mass of humanity rolled cautiously down the middle of Norton Street aboard deck-roofed No. 744. It was the fall of 1947, the last year of this operating madness. The two lads standing near the Packard not only marvelled at the sight before them but also waited for pennies or maybe nickels to be thrown their way. Sadly, these youngsters would never have their own chance to celebrate game day in the manner of those blithe spirits on board.

Both, Jeffrey K. Winslow collection

Both, Jeffrey K. Winslow collection

TOP:
No. 1423 prepared to turn from Norton Street onto Derby Avenue with more passengers than fares collected. Three rooftop riders defied safety and common sense on this car, two more on the car following. A block away, a third car is seen turning from Chapel Street onto Norton. Two opens were returning for more loads since they made as many trips as necessary to bring all who would come. The bus between the returning cars is a 1947 Mack on its regular run from Ellsworth Avenue, a few blocks away, to Momauguin, a route that still had streetcar service seven months earlier.

BOTTOM:
Collegiate antics prevailed on the rear platforms as it did on the fronts, tops, and both sides. The two-step running boards on the right-hand sides of the cars provided room for a double layer of undergraduates with the resultant heavy list to starboard.

Both, Jeffrey K. Winslow collection

TOP:
Parents and alumni poured into New Haven on game days by railroad. Closed suburban cars in the 1900 series were a crowded, but far more civilized way for the older folks to reach Yale Bowl.

MIDDLE:
As No. 841 pulled up the final grade to reach the Bowl, the great jumping off gymnastic was about to begin.

BOTTOM:
The front dash of No. 1470 is in top-flight condition and the rear, left-hand running board has been replaced. This was a sunny Saturday in the fall of 1939, a time when upkeep of the opens was still being practiced.

Ed Wadhams collection

Jeffrey K. Winslow

TOP:
Open cars line Derby Avenue as far as the eye can see outside the Bowl awaiting the end of the game. The avenue was closed to automotive traffic before, during, and after games. The line of cars ahead of deck-roofed No. 1416 are headed into town and will pull forward to load. Railroad-roofed No. 1253 and the cars behind it are headed outbound. They will turn on a loop track off to the left so as to be headed back to town, then pull forward to the loading area.

BOTTOM:
Back in the barn with shiny wheels, No. 1425 awaits the next game. The roll sign in the clerestory reads Cox's, a turnback point on the old line to Woodmont. Yale Bowl dash signs always looked good because they were printed on paper and regularly glued onto the old metal dash signs.

Railroad Avenue Enterprises collection

800

RAILFAN ACTIVITIES

While model railroading has always been a recognized hobby and being fascinated with steam railroads was understood in the 1930s, having a fascination with streetcars was something else again. Most people considered them to be, at best, a necessary evil. By popular consensus, trolley cars were slow, noisy, rough riding monsters that clogged the streets. If not outright ugly, they were definitely a thing of the past, best gotten rid of. How anyone could be interested in such things escaped the mind. These were the days long before doing your own thing was perfectly acceptable.

It was not until 1937 that the National Railway Historical Society was formed, and not until 1940 was there an Electric Railroaders' Association. These formal railfan organizations brought together individuals who were interested in streetcars. Truth be told, there was a small degree of surprise among the new members that there were so many people who shared this unusual interest.

One of the major activities of railfan groups was to run fan trips by chartering a streetcar, riding in it over little used trackage, and visiting car barns, shops, storage facilities and the like. The choice of equipment itself was of primary interest to fans. There were trips run on anything and everything that the management would allow, and sometimes this included snow fighting and freight hauling equipment that would be otherwise impossible to ride.

Connecticut Company offered two highly unusual and special specimens of equipment. One, very obviously was the open car brigade that charged out Derby Avenue on a half dozen Saturdays each year but, other than that, was impossible to find, ride, and photograph. The other was a private car, a parlor on wheels for the president and other officers of the company to transport themselves and guests on company business.

From a fan's standpoint, the nicest part of all was the reasonableness of Connecticut Company's rates. For $25, a fairly small group of fans could charter a car for themselves and have a day of fun. No elaborate preparations were needed, and the only requirements were to act safely and not interfere with scheduled operations.

It was perhaps like extending the rides of Savin Park out into the entire city. Every time the excursion passed the car barn it was time to change cars, not entirely different from riding the loop-de-loop after the roller coaster and dodge-'em cars. For those to whom this was their cup of tea, these were days of pure, unadulterated fun.

The passing of this scene was well understood by the railfans. There were visionaries and leaders among them who would act to preserve what they could of this Americana. One such operating museum would be a piece of Connecticut Company property in East Haven. This picturesque length of track was on the remains of the line to Branford. Accordingly, the organization named itself the Branford Electric Railroaders Association. A chancy venture at best, hard work from volunteers all over has built, rebuilt, and expanded facilities that are now part of every travel guide book. Renamed the Eastern Trolley Museum, this grass roots group of dedicated railfans has already operated Connecticut Company's open cars and parlor car for more years than the company itself.

And this is not the only property to operate Connecticut Company streetcars for the public. Connecticut Company cars are operated at the Connecticut Electric Railway in East Windsor and the Seashore Electric Railway in Kennebunkport. There are numerous other trolley museums across the country preserving the original electric cars which made possible our large cities and close-knit suburbs. To think, all of this was and is vitalized by railfans.

OPPOSITE PAGE:
Railfan excursionists have posed No. 500, the parlor car, on the original double track trestle over the East Haven River. The location is at the foot of River Street in East Haven. The visitors' center and parking lot of today's trolley museum would one day be built on the vacant land behind and to the right of the car.
Art Ward, H. A. Smith collection

This is an outstanding direct side view of a 15-bench Narraganset style open car. The generous leg room and two-step running boards are shown to good advantage. Eleven of the benches flipped over to face forward. The benches inside the car bulkheads were back-to-back with the ones on the end platforms, giving four fixed benches. Thus there were always at least two benches facing backward. An interurban headlight has been mounted and the fans have rolled up a side sign of Waterbury-D meaning Waterbury via Derby. The car sits at the end of the Dixwell Avenue line.

Both, Jeffrey K. Winslow

This view of No. 741 on fan trip duty is seen from a higher angle than usual. The traffic side of the car is protected by folding up the running boards and putting wooden bars in position to prevent left side entry or exit. Fan trips were days out in the public eye, and that called for white shirts, neckties, and suit coats. The more dapper fans wore white pants and shoes. This 1904 Brill product had a red jewel marker in the end panel of its deck roof.

Both, T. F. Gleichmann, Jr. collection

LEFT:
An entourage halts in Prospect Beach on the old Milford line in 1941. Car No. 1444 was not going To The Circus; it was itself the circus.

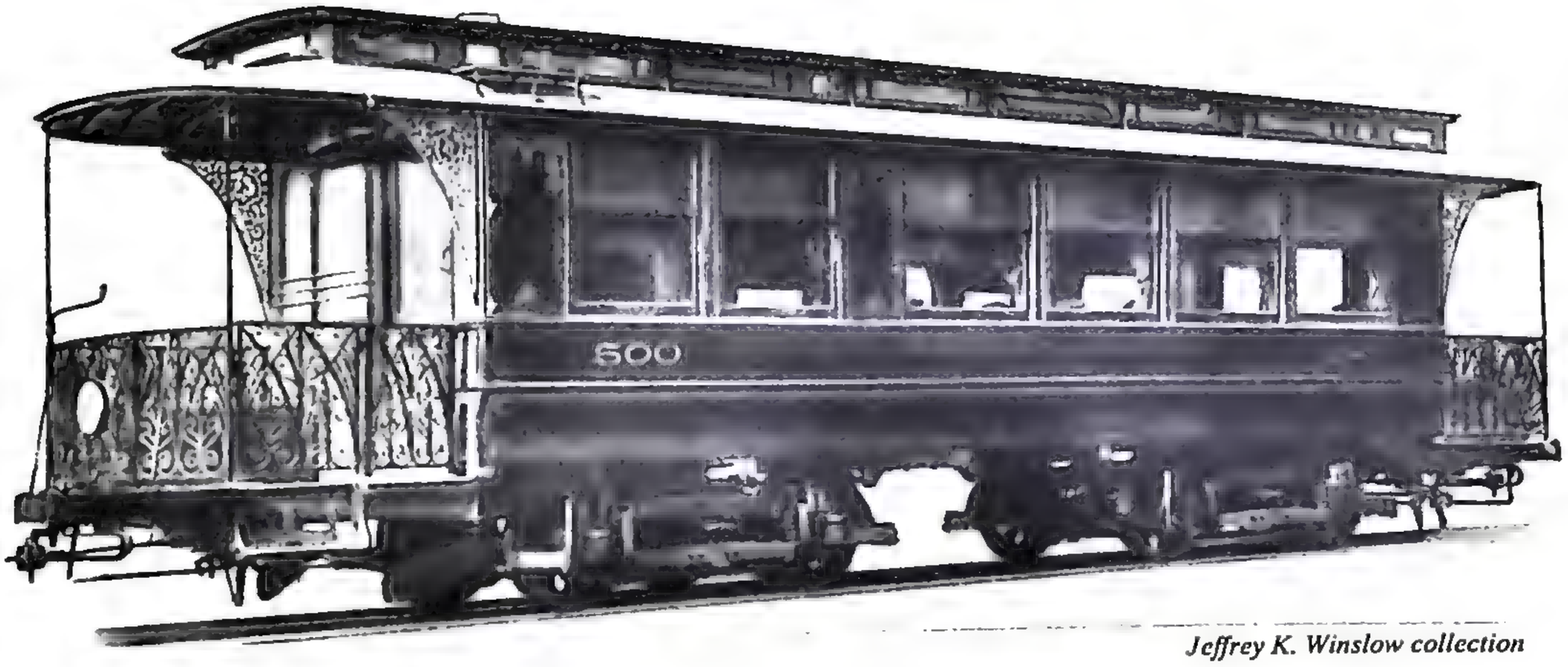
RIGHT:
Double truck safety car No. 3000 was used for this fan trip down 2nd Avenue. The brashness of the Phooey sign led local railfans to believe this car had been chartered by some of the fellows from New York City.

W. Broschart, H. A. Smith collection

F. A. Kramer collection

LEFT:
Wood car No. 1183 has ventured onto Manufacturers' Railroad trackage where only freight switching was done. The fans' designated "conductor" looks out the doorway at the camera. This honorary crewman is co-author Ed Wadhams.

RIGHT:
Earliest acquisition of the Branford trolley museum was No. 34 of the Five Mile Beach Electric Railway. This Wildwood, New Jersey car was stored upstairs at James Street in November, 1945, waiting for the museum to become established.



Jeffrey K. Winslow collection

As built for Connecticut Railway & Lighting Company's Bridgeport division in 1904, No. 500 was described as a drawing room car with observation platforms, kitchen, and buffet. The car came to Connecticut Company upon leasing the CR&L, and in 1914 it was sent to the Hartford shops for rebuilding. The vestibules were closed and the roof line changed. Principally, the car was used to conduct statewide inspection trips with Public Utility Commissioners. The car did made one trip to New York City before the link at Port Chester was broken in September of 1927.

Railroad Avenue Enterprises collection

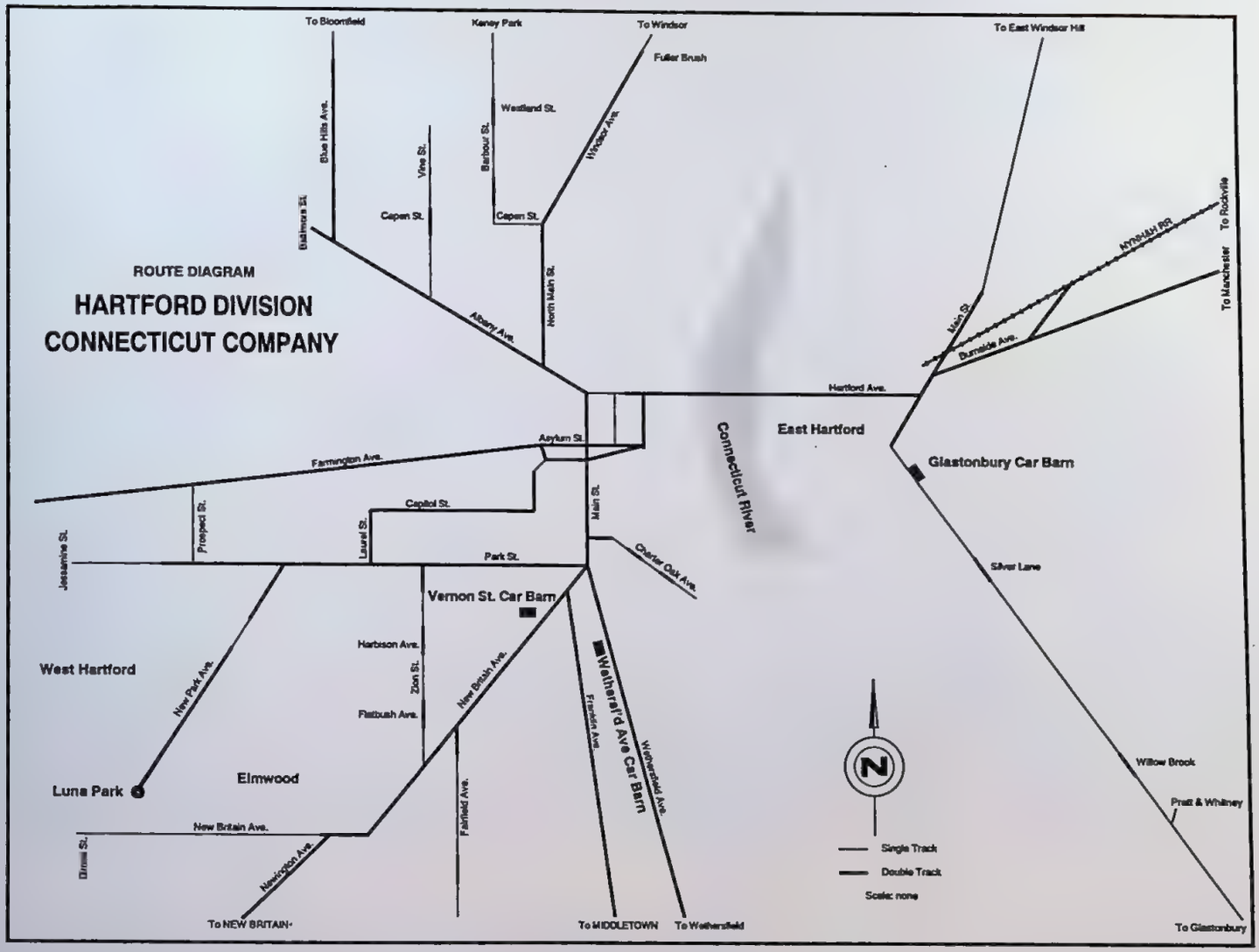
No. 500 displayed its full dignity while sitting at Yale Bowl on June 28, 1942. Kerosene markers, interurban headlight and a gold leaf Special Car sign adorn the front end. The car once carried a wedding party from New Haven to Meriden, returning the party after the ceremony. Coffins have been carried in the car in at least two instances, one of which honored a request to carry the remains of a division master mechanic from Waterbury to New Haven for burial.

Both, Railroad Avenue Enterprises collection

No. 500 thudded across the diamonds of the New Haven's freight-only line through Cheshire and Plainville to Northampton, Massachusetts. A chartered bus followed the car inbound on Shelton Avenue on July 8, 1948 ten days before rail service would be ended on the line. Typical of streetcar systems everywhere, a mesh was provided along the trolley wire at railroad grade crossings. The purpose was to keep the trolley wire in contact with the wheel and thus maintain power in case the pole happened to jump off as the car approached or moved across the railroad tracks.

The dual roller coasters of Savin Rock framed No. 500 as it moved along private right-of-way for one its last visits to Prospect Beach.

HARTFORD



In streetcar years, Connecticut's capitol city of Hartford was its largest city by the narrow margin of a thousand people over New Haven. In addition to state government employees, thousands worked in the nation's insurance headquarters, not to mention light industries such as Fuller Brush. The city thus supported an extensive system of public transit.

City routes converged on the downtown sector using the principal arteries of Main Street and Asylum Street, accessing the area via such routes as Albany, Maple, and Wethersfield Avenues.

Hartford was also the center of many suburban lines, and indeed connected through New Britain and Cheshire to New Haven. Eastward, the cars once went as far as Stafford Springs, a village on the Willimantic River 29 route miles from the capitol. This long rural line was interesting in that there were dual routes into Rockville, 17 miles out using 14 miles of electrified trackage belonging to parent New York, New Haven & Hartford Railroad. Beginning in 1923, the outer end of the line was operated by buses of the New England Transportation, another NYNH&H subsidiary. In 1924, use of the railroad's trackage ended, and by 1931 service to Rockville was by bus.

Other long suburban runs on the east side of the Connecticut River were to East Windsor Hill, 8.4 miles north, and to South Glastonbury, 9.7 miles south. On the west bank of the river, a line ran 12

OPPOSITE PAGE:
No. 1743 is seen making the long trek toward the intersection of Baltimore Street and Albany Avenue in the northwestern reaches of Hartford from the tree-lined areas of Wethersfield on the west bank of the Connecticut River south of the city. This was a strong through-routed city line that survived until May 18, 1941.- *Jeffrey K. Winslow collection*

Jeffrey K. Winslow

Passengers waited on the front platform for No. 1721 to make its service stop at Main and Asylum Streets on a Sunday morning in the early spring of 1941. The car is headed south on Main working route "O" to the Elmwood section of Hartford, about halfway to New Britain.

miles north to Windsor's Rainbow section. A long city line ran south into Wethersfield. Hartford division's portion of the line south to Middletown ended 9.4 miles out of the city, with the remaining 6.8 route miles to Middletown belonging to that city's division.

Bloomfield's line to the northwest was 7.5 miles long, and Unionville's line due west covered 13 route miles. The long line to the southwest ran to New Britain. A pattern of cutting back and bus substitution reduced the Hartford division to a few strong city lines by the end of the 1930s.

Hartford had three car barns. The largest was the Vernon Street car house where the division's shops were located. The other barns were on Wethersfield Avenue and downtown on State Street. Lines serving East Hartford passed directly by this barn.

Rail service ended in Hartford with the conversion of the seven surviving streetcar lines to bus in a three month period which ended on July 27, 1941.

However, a fragment remained. It was a freight operation to provide railroad service to industries in East Hartford, principally Pratt & Whitney, and others in Glastonbury. Until the devastating hurricane of 1938, electric freight motors switched cars to and from the New Haven. When the wires were blown down, the company continued freight service by installing a 1931 Yellow Coach gasoline engine in No.2023 to drive an on-board generator. No. 2022 received the same treatment during the war. Ultimately, these make-do cars were replaced by a NYNH&H 44-ton diesel switcher, No. 0809 painted in the blue and gray of Connecticut Company buses. The line reverted to the New Haven when Connecticut Company went under private ownership in 1964.

TOP:
Lightweight No. 3103 stopped on Main Street where Pratt and Temple Streets form an offset intersection. One of Hartford's unusual traffic signals, seen at the left, controlled the sparse downtown traffic on the Fourth of July, 1937. The car was southbound on route "K", Zion Street, a route serving Trinity College and its surrounding residential areas in southwest Hartford.

BOTTOM:
One of the steel suburban cars paused at the car station near the State House at Asylum, State, and Main Streets. Like the car number, the year was 1936.

Both, Ed Wadhams collection

Jeffrey K. Winslow

Passengers waited on the front platform for No. 1721 to make its service stop at Main and Asylum Streets on a Sunday morning in the early spring of 1941. The car is headed south on Main working route "O" to the Elmwood section of Hartford, about halfway to New Britain.

miles north to Windsor's Rainbow section. A long city line ran south into Wethersfield. Hartford division's portion of the line south to Middletown ended 9.4 miles out of the city, with the remaining 6.8 route miles to Middletown belonging to that city's division.

Bloomfield's line to the northwest was 7.5 miles long, and Unionville's line due west covered 13 route miles. The long line to the southwest ran to New Britain. A pattern of cutting back and bus substitution reduced the Hartford division to a few strong city lines by the end of the 1930s.

Hartford had three car barns. The largest was the Vernon Street car house where the division's shops were located. The other barns were on Wethersfield Avenue and downtown on State Street. Lines serving East Hartford passed directly by this barn.

Rail service ended in Hartford with the conversion of the seven surviving streetcar lines to bus in a three month period which ended on July 27, 1941.

However, a fragment remained. It was a freight operation to provide railroad service to industries in East Hartford, principally Pratt & Whitney, and others in Glastonbury. Until the devastating hurricane of 1938, electric freight motors switched cars to and from the New Haven. When the wires were blown down, the company continued freight service by installing a 1931 Yellow Coach gasoline engine in No.2023 to drive an on-board generator. No. 2022 received the same treatment during the war. Ultimately, these make-do cars were replaced by a NYNH&H 44-ton diesel switcher, No. 0809 painted in the blue and gray of Connecticut Company buses. The line reverted to the New Haven when Connecticut Company went under private ownership in 1964.

TOP:
Lightweight No. 3103 stopped on Main Street where Pratt and Temple Streets form an offset intersection. One of Hartford's unusual traffic signals, seen at the left, controlled the sparse downtown traffic on the Fourth of July, 1937. The car was southbound on route "K", Zion Street, a route serving Trinity College and its surrounding residential areas in southwest Hartford.

BOTTOM:
One of the steel suburban cars paused at the car station near the State House at Asylum, State, and Main Streets. Like the car number, the year was 1936.

Both, Ed Wadhams collection

Both, Jeffrey K. Winslow collection

TOP:
By the time in 1941 when the trees would be in full leaf, route "U" to Wethersfield would be operated by buses. Outbound No. 929 exercised due caution at the New Haven Railroad grade crossing just beyond Hartford's city line. Regular rush hour practice was to run express service to the end of double track at Victoria Road which intersected Wethersfield Avenue in the middle background.

BOTTOM:
No. 1806 sat at Albany Avenue and Baltimore Street on August 13, 1937 ready to begin the long run downtown and out Wethersfield Avenue. The dash card advertises P.O.N. beer and ale. These initials stood for Pride of Newark, the New Jersey city that also brewed Budweiser, Ballantine, and Henslers.

Ed Wadhams collection

Wood car No. 1209 points outward on the lead at Wethersfield Avenue barn. It's July of 1937 and the car windows are open. Front windows recessed into the dash while lower sash in the side windows raised to the roof line. The small box mounted askew above the retriever was the jack box for plugging in the interurban headlight. Express motor No. 2023 sits idly at the right.

Jeffrey K. Winslow collection

No. 1742 is at Maple and Fairfield Avenues, another city run terminating at the Hartford-Wethersfield boundary. Route "R" ran out New Britain Avenue and ended in the Cedar Hill section. The house number can be seen on the opposite curb just forward of the streetcar. This is not New Haven's Cedar Hill famous for its railroad yard, but Hartford's Cedar Hill famous for its cemetery. The return run will pass through the heart of town and terminate at Main and Albany Streets.

TOP:
The Barbour Street line stretched due north, ending at Tower Avenue on edge of Keney Park. It was a single track line with two turnouts, one just after turning onto Barbour from Capen Street and the other at Westland Street. Two lightweight cars pass at Westland Street on August 12, 1937.

BOTTOM:
No. 929 seemed to be assigned to lines anywhere and everywhere. Here it works the Barbour Street line on June 5, 1938. By this date, the line was through-routed with Charter Oak because Zion Street had been converted to bus operation. This new combination would last to the last day of rail service.

Both, Jeffrey K. Winslow collection

Ed Wadhams collection

TOP:
Hartford's route "Y" extended through Manchester Center for another three-quarters of a mile through a residential area to Hartford Road in South Manchester. A classic traffic blinker occupied the center of the intersection in this September, 1939 view.

BOTTOM:
The South Manchester line ended adjacent to a church that is just out of view at the left edge of the top picture. No. 1933's motorman has put the pole up on what had been the outbound end as he goes about the process of changing ends.

Jeffrey K. Winslow collection

The East Windsor Hill line was cut back to station #21 in 1932 and back further to Station #16 in 1933. On June 23, 1935, No. 1237 reached the end of track at Station #16, and inbound passengers have scrambled aboard even before the motorman has changed ends. Since Hartford division had some lines with turn back points, colored lenses on the dash sign box were used for quick nighttime recognition of the car's destination.

Both, Jeffrey K. Winslow collection

The building behind No. 929 is headquarters for the Fuller Brush Company on North Main Street. The Park destination refers to Park Street, a line about two miles long southwest of downtown. Photographer Holland took this picture in August of 1934. The car and the line would survive until the last day, July 26, 1941.

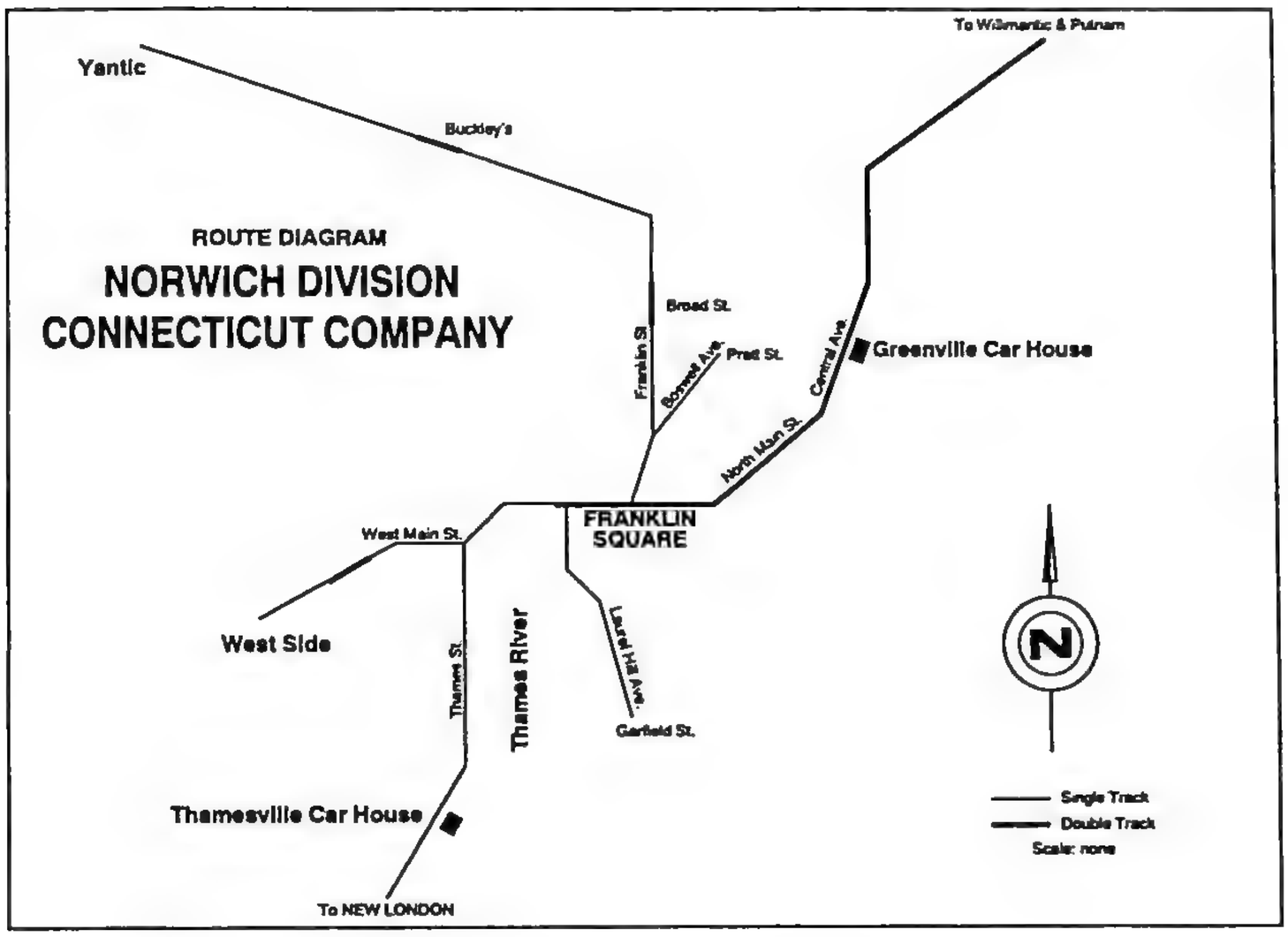
Ed Wadhams collection

No. 950 is stopped at the New Haven Railroad station at Rockville in August of 1924. Connecticut Company served Rockville by its own route and also by using NYNH&H's tracks. Until 1910, the company also used New Haven trackage between Rockville and Melrose, seven miles away. The track arrangement with the railroad ended one month after this picture was taken.

Jeffrey K. Winslow collection

No. 1932 raced toward Hartford on route "T", the old line to Bloomfield. Imagine the confusion and alarm motorists in the right lane experienced when an approaching headlight suddenly appeared on the right side through a driving rainstorm or a blinding snowfall. It was one more reason why the motoring public was glad to see the end of the streetcars.

NORWICH - NEW LONDON - PUTNAM



EASTERN STANDARD TIME.

THE CONNECTICUT COMPANY

Local Time Table

New London - Norwich
Willimantic

Willimantic - So. Coventry

Norwich - Putnam
North Grosvenordale

Corrected to Oct. 27, 1924
Subject to change without notice

Ride by Trolley

LOCAL OFFICERS
NORWICH

S. Anderson.....Manager
A. D. Blake.....Superintendent
J. B. O'Brien.....Cashier
W. A. Gordon.....Claim Agent
Greenville Car House,

NEW LONDON

W. Donovan.....Inspector
79 State St.

The Thames River drains the eastern lowlands of Connecticut into Long Island Sound at New London. Near Norwich, fifteen miles upriver, the river is fed by the Quinebaug and Shetucket rivers. Connecticut Company had major routes in three divisions–New London, Norwich, and Putnam–to serve each of these river basins.

The Putnam division operated in the upper Quinebaug valley. Its lines consisted entirely of rural routes through small towns and villages. Since this division's tracks connected with trolley lines into Massachusetts and Rhode Island, all of Connecticut Company's eastern divisions seemed to have an inherent value as chain links in a New York City to Boston trolley route.

The Shore Line Electric Railway leased the three divisions in 1913 to take advantage of this perceived value. Although other factors forced the Shore Line to return the properties to Connecticut Company after six and a half years, it became apparent that the long rural lines connecting with Massachusetts and Rhode Island were indeed weak.

Through traffic was slow and patronage was sparse. The 1924 timetables showed a two and a half hour travel time between Norwich and North Grosvenordale giving an average speed of less than 15 miles per hour. Only eight trips per day were operated through the eleven fare zones that constituted the full route. There was a two hour interval between these cars, but additional cars provided hourly service north of Central Village.

Complete abandonments and bus substitution started in the mid-1920s and in 1926, Putnam division with its car house at Dayville was consolidated into the Norwich division. Essentially, this was a consolidation of all eastern Connecticut operations since th New London and Norwich divisions shared rolling stock. Norwich had two car barns. Greenville barn was located north of town and Thamesville barn two miles south of town. Trackage beyond Thamesville barn belonged to New London division.

New London's four city lines were converted to bus in April of 1932, and the Thames River valley line to Norwich in March, 1934. Norwich lasted longest, its three city lines, suburban line to Yantic, and 20-mile run up the Shetucket valley to reach Willimantic were all converted to bus within a three week period at the end of 1936.

OPPOSITE PAGE:
Norwich division's No. 208 storms downgrade in Windham on July 15, 1936. The car is about to cross Acorn trestle, on private right-of-way a few miles south of Willimantic.
- Jeffrey K. Winslow collection

All, Jeffrey K. Winslow collection

BOTH PAGES, TOP:
Norwich's Franklin Square bustled with activity in the early afternoon of July 16, 1936. At the left edge, a Bulldog Mack pulled its way through the square by its chain drive. Birney No. 2304 waited to depart for Laurel Hill, a model 711 Yellow Coach received passengers for Thamesville, and No. 208 was ready for a run to Baltic on the Willimantic line. At the right, No. 152 was entering the square from Greenville.

OPPOSITE PAGE, BOTTOM:
Another view taken on October 16, 1935 found No. 152 prepared to go up Franklin Street on a Yantic run as West Side line No. 161 loaded passengers for a two mile run out West Main Street.

THIS PAGE, BOTTOM:
A few passengers waited aboard No. 201 in October, 1933. Upon departure, the car will roll west out of the square, quickly turn south onto Thames Street, and speed toward New London.

Ali, Jeffrey K. Winslow collection

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A few passengers waited aboard No. 201 in October, 1933. Upon departure, the car will roll west out of the square, quickly turn south onto Thames Street, and speed toward New London.

TOP:
Norwich had two very short city lines easily served by a single Birney safety car. One of these was the Laurel Hill line which ran south out of the square on Laurel Hill Avenue to the Laurel Hill school at Garfield Street. In July of 1936, No. 2304 sat in the sun of its last summer at the end of this pocket-sized 0.97 mile line.

BOTTOM:
The Boswell Avenue line, reached by running north out of the square on Franklin Street, was only 100 feet short of one mile long. No. 2303 is within ten feet of the end of track on Boswell Avenue in the springtime of 1935. A lady has seated herself directly over a wheel on one of the unyielding wooden benches on this hard-riding car.

Both, Jeffrey K. Winslow collection

TOP:
Interurban runs on the eastern divisions were assigned to ten semi-convertibles built for Shore Line Electric Railway by Wason in 1915. Each car had four 50-horsepower motors and was equipped with couplers and controls for multiple unit operation. Southbound No. 204 took the side track above Taftsville at Lower Occum turnout for Willimantic-bound No. 208 on July 15, 1936.

BOTTOM:
In Willimantic, No. 208 squeezed under the Central Vermont Railway bridge just past American Thread Company's plant during the line's last year of operation. Because the eastern divisions were leased to Shore Line during Connecticut Company's 1914 car renumbering program, all of the old wooden cars, the opens, and these steel cars bore original numbers which sometimes duplicated new numbers in other divisions.

Both, Jeffrey K. Winslow collection

WATERBURY - DERBY

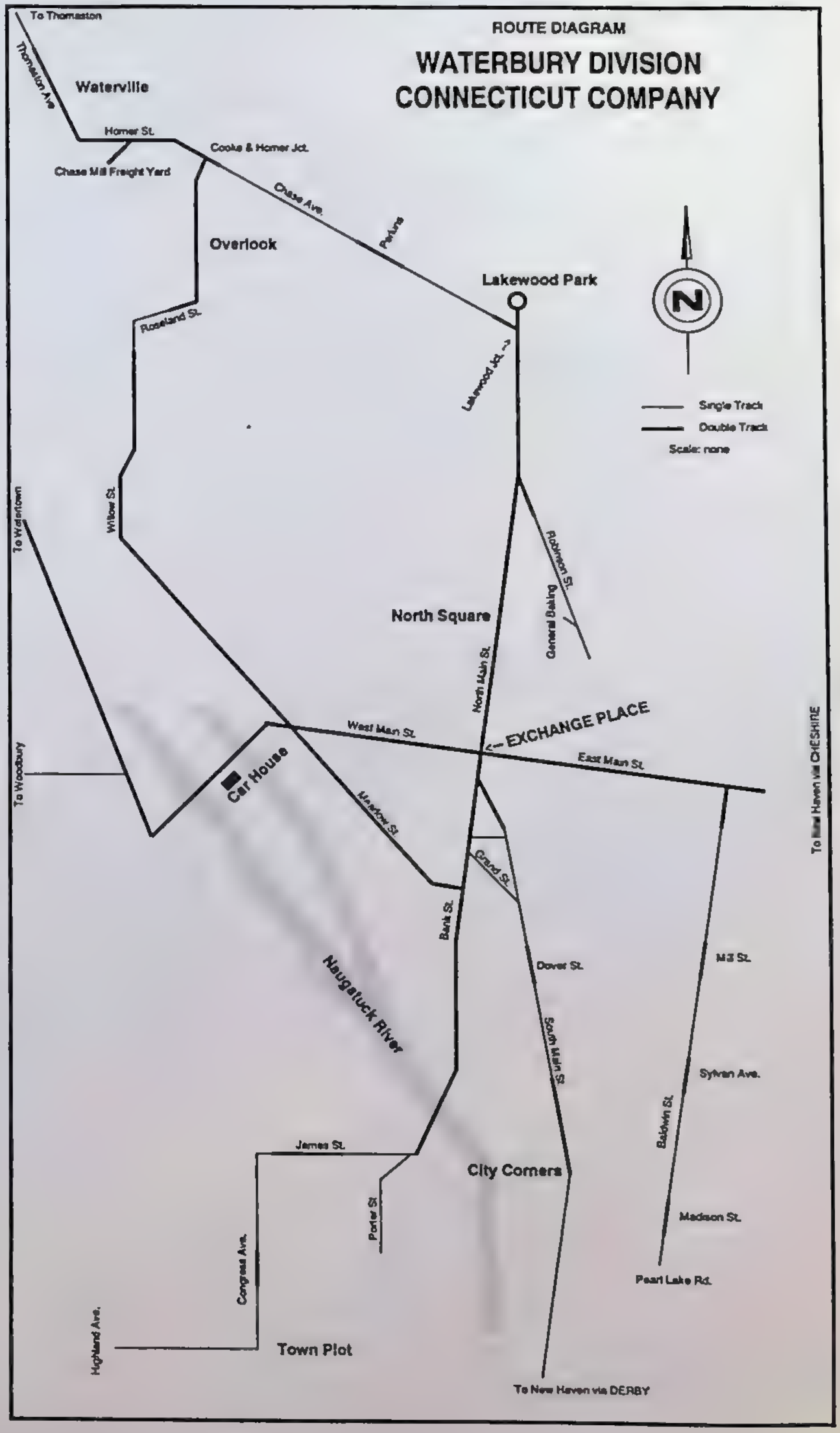
Waterbury's 1930 population of 100,000 amply supported a local streetcar network. The Green in downtown Waterbury was known as Exchange Place to trolley riders and was located at the intersection of two Main Streets, one running north and south, the other east and west.

The city is on the banks of the Naugatuck River, one of the state's major rivers. The river valley has teemed with industry since the 1800s. Waterbury was known for its brass products and Ingersoll watches, the community of Naugatuck was made famous by the Goodyear brothers' rubber footwear industry, Beacon Falls for metal hinges, and the Ansonia-Derby region for brass and copper products and heavy machinery.

The commerce and industry of the Naugatuck valley was connected by the busy Waterbury to Derby line with further trolley car connections to Bridgeport and New Haven. The Derby area itself was important enough to have local city lines and support its own streetcar division Both Waterbury and Derby were divisions that had been leased from Connecticut Railway & Lighting Company.

Conversion to bus operation started in the 1920s under Connecticut Company control. The Derby to Bridgeport line went bus in 1927. Waterbury's suburban line to Thomaston was cut back to Waterville in 1929, the Woodbury line was converted in 1930, and the line into Cheshire in 1934. When the Waterbury-Naugatuck section was pulled up in 1935, Waterbury's streetcars were isolated from the rest of the system.

Control returned to CR&L in November of 1936 and the streetcars of the Naugatuck valley were gone in another seven months, four days.



OPPOSITE PAGE:
There were two routes between New Haven and Waterbury, one via Derby and the other via Cheshire. This is Cheshire Junction, 8.8 miles east of Waterbury. Trackage here and for another 6.5 miles toward New Haven belonged to Waterbury division. Steel car No. 1912 swings west toward Waterbury as wood car No. 1202 fulfills the Cheshire-Milldale shuttle schedule. *- Walter Garrett, Ed Wadhams collection*

THIS PAGE, TOP:
The landmark Apothecaries Hall on Bank Street stood in the background as No. 3133 curved around it. The car has returned from a run on route "N" to Naugatuck. In earlier days, this line had been route "A" but by either letter, streetcars made their last runs down that six mile stretch of the Naugatuck valley on November 4, 1935 .

THIS PAGE, MIDDLE:
Streetcars reached Waterville at the northern edge of Waterbury by two routes, one up North Main Street, the other via Willow Street. It was a long-lasting rail service that, along with the line to Watertown, closed out Waterbury streetcar service on May 23, 1937.

THIS PAGE, BOTTOM:
On July 2, 1934, non-revenue service car No. 0205 sat in front of a carload of scrap at the Waterbury car barn on West Main Street.

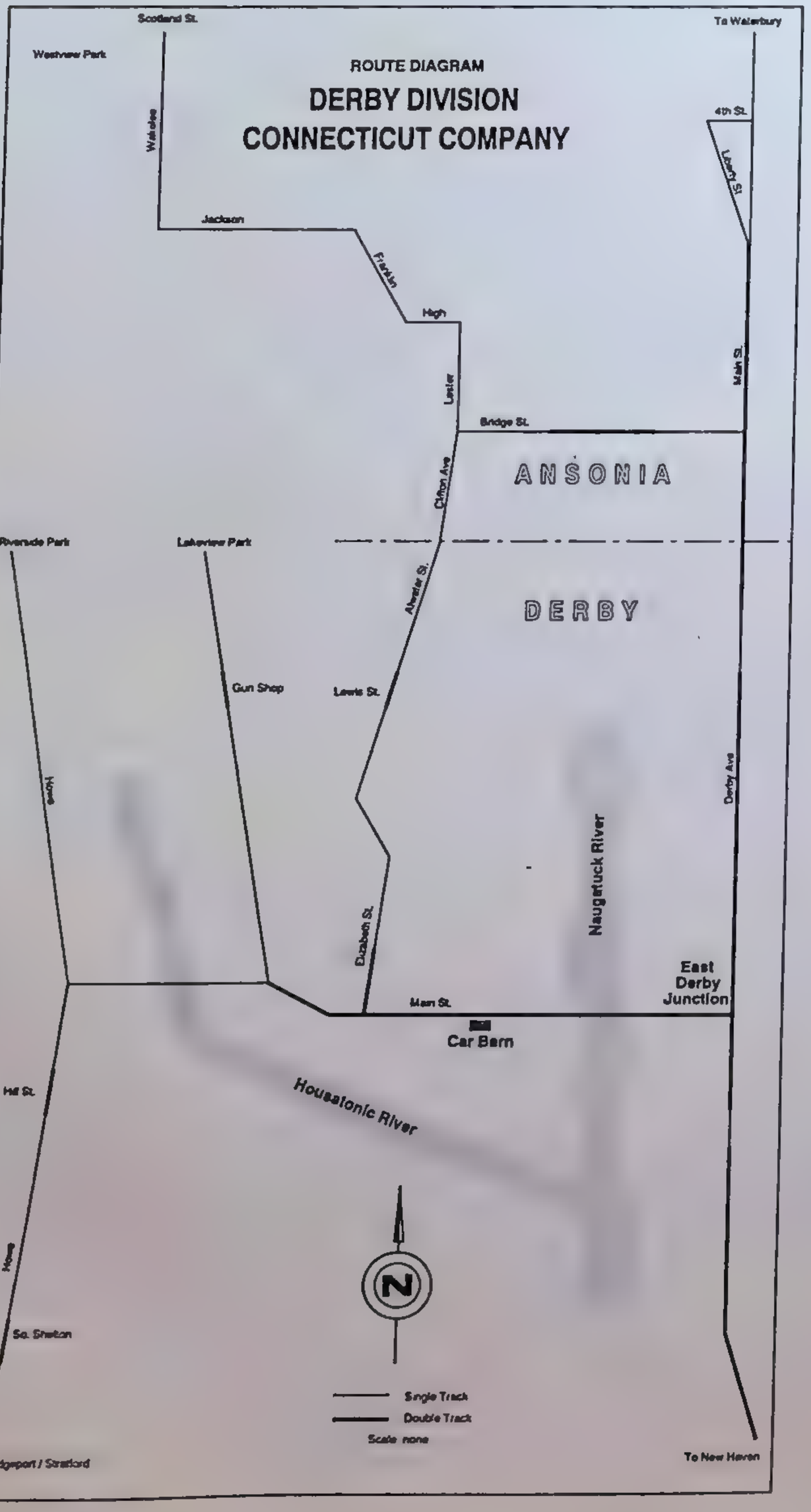
OPPOSITE PAGE, TOP:
Egypt Brook turnout was a regular passing point for cars running between Waterbury and Derby. The point was 7.5 miles south of Waterbury, near the Naugatuck-Beacon Falls town line. No. 1913 is found moving onto the side track to wait in the clear for a northbound car.

OPPOSITE PAGE, BOTTOM:
Both the roll and dash signs indicate that No. 1909 was accelerating out of East Derby Junction bound for Waterbury. However, the date is August 15, 1936 and streetcar service had ended between Naugatuck and Waterbury nine months earlier. A dash sign for a Naugatuck-only car rested against the stone wall below the dispatching phone.

All, Jeffrey K. Winslow collection

Ed Wadhams collection

Jeffrey K. Winslow collection



THIS PAGE, TOP:
On August 15, 1936, No. 1071 rolled up to East Derby Junction at the intersection of Main Street and Derby Avenue. Saint Michael's church and school is seen at right. Passengers for Waterbury were on the 1900-series car peeking out in front of the dump car, and passengers for Danbury were on the Yellow Coach turning onto Main Street. No. 1071 was one of a series of nine dump cars built by Universal in 1914. Much of the service performed by these cars was in hauling crushed stone for paving streets and highways. This service was paid for and thus the cars produced revenue. Only non-revenue cars had numbers prefixed with a zero.

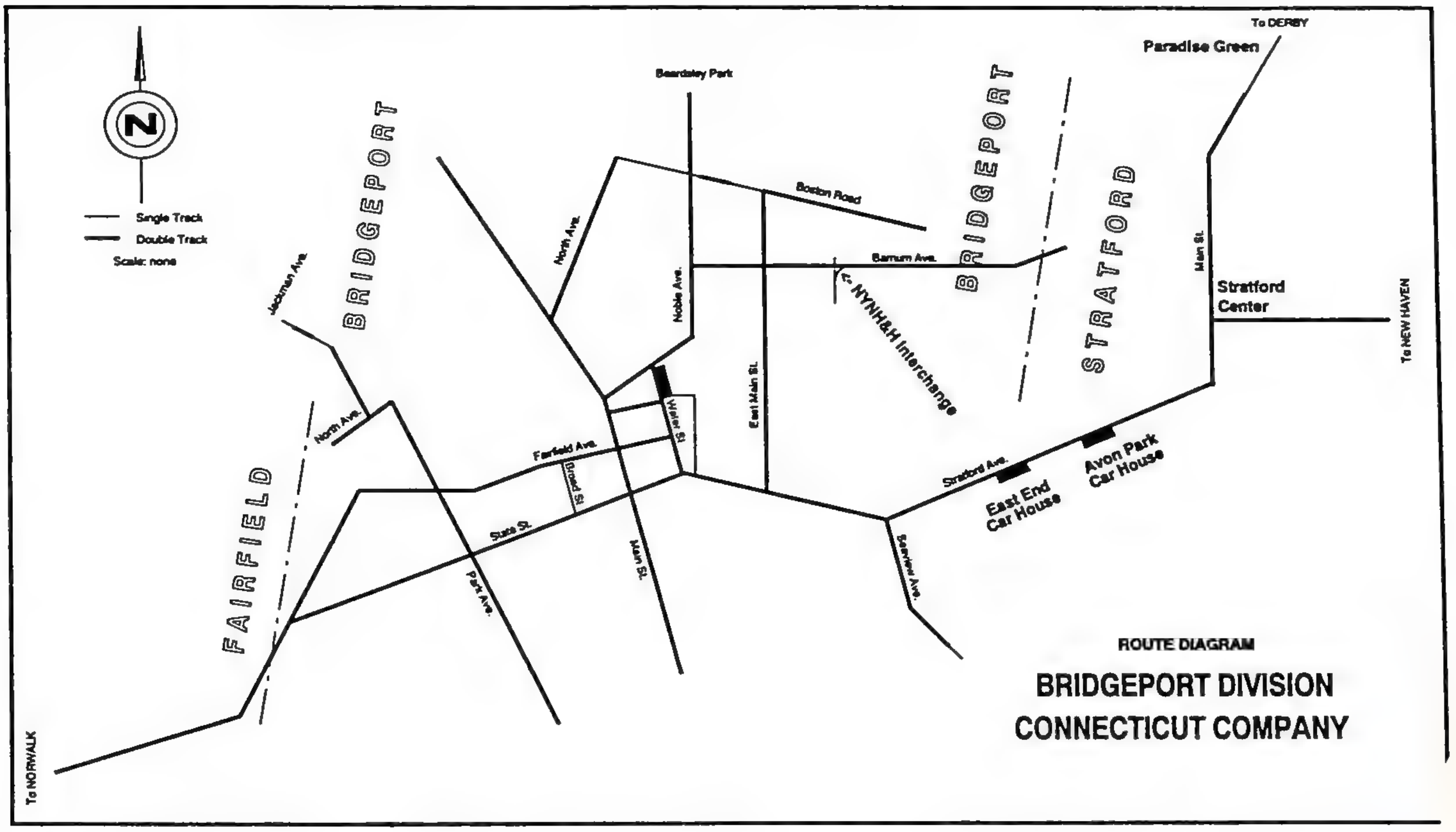
OPPOSITE PAGE, TOP:
Birney No. 2366 works the Derby-Ansonia belt line, and is seen crossing the Main Street bridge over the Naugatuck River. Cars ran in both directions over the circular part of the belt. This gave rise to an East Side belt and a West Side belt depending on which side of the river would be used to reach Derby's Main and Elizabeth Streets destination or Ansonia's Fourth Street terminus. Having come into Derby on the West Side belt line, the car now heads for Ansonia via the East Side.

OPPOSITE PAGE, MIDDLE:
Derby's barn was on Main Street near the river. No. 1186 was pulled out of the car barn for belt line service on August 13, 1936.

OPPOSITE PAGE, BOTTOM:
No. 0303 was Derby division's line car, seen at its customary position at the car barn.

All, Jeffrey K. Winslow collection

BRIDGEPORT - STAMFORD - NORWALK



In 1930, Bridgeport had a population of 147,000, third largest city in the state. Twenty miles away, Stamford's population was 46,000 and, in between, slightly smaller Norwalk's had 36,000 people. Each of these Long Island Sound cities supported a Connecticut Company operating division.

Bridgeport is famous as the home of Phineas T. Barnum who shared his circus wealth generously with the city. But the heartbeat of Bridgeport is its industrial and manufacturing base and thereby the heavy urban transit traffic that the division handled.

A dozen and a half routes designated by letters served the city and its nearby environs. Unlettered routes ran to Derby, New Haven, Norwalk, and a summer run to Pleasure Beach at the mouth of the harbor.

Bridgeport division had three car barns. The main one was located on Congress Street and the other two were on Stratford Avenue. One of these, the East End barn, was within the city but the other, the Avon Park barn, was across the line in adjoining Stratford. Bridgeport's original power house was on Seaview Avenue.

Today, Stamford has more than doubled its size compared to streetcar days. In those days, the city had six local car lines and the through line to Norwalk. Streetcars focused on Atlantic Square as a destination or central point on a through route, and most lines also served the railroad station.

Stamford had two car barns early in the century until a windstorm blew down the original one in 1913. The other, which had been built in 1902, was on Railroad Avenue opposite the station.

Norwalk, like Stamford, has also doubled in size. Five local lines served the city and it was the meeting point for the Bridgeport and Stamford lines. It was necessary to change cars here for through travel between those cities. Main and Wall Streets was one principal transit hub, the other was, of course, the railroad station.

OPPOSITE PAGE:
Streetcars in Bridgeport had been returned to CR&L in February of 1937 when this picture was taken at the NYNH&H railroad station. The empty car waits for its run out Seaview Avenue past the site of Bridgeport Traction's old time power house.

- Ed Wadhams collection

Jeffrey K. Winslow collection

As a group, motormen were friendly folks whom railfan cameras often honored with their film. This portrait of man and car was taken August 8, 1936 during a layover on Bridgeport's route "T." The ivy-covered brick building in the background was Cornwall & Patterson's organ and player piano plant.

Railroad Avenue Enterprises collection

CR&L had added its lettering to No. 1835 by May 1, 1937 when the car sat at Paradise Green in Stratford. This end of track was 4.9 miles from downtown Bridgeport on the old line to Derby. After 1936, route "B" ran through to a turnback point on the double track in downtown Fairfield. Designated as Pickett's Switch, that point was 4.7 miles west of Bridgeport making a total run of nearly ten miles.

Jeffrey K. Winslow collection

Victorian trim adorns the house above No. 1835 and a solidy-built manufacturing plant looms in the background beyond the wash hanging out to dry. Both buildings are symbolic of the Bridgeport division. No. 1835 sits on Stratford Avenue outside the East End barn.

Railroad Avenue Enterprises collection

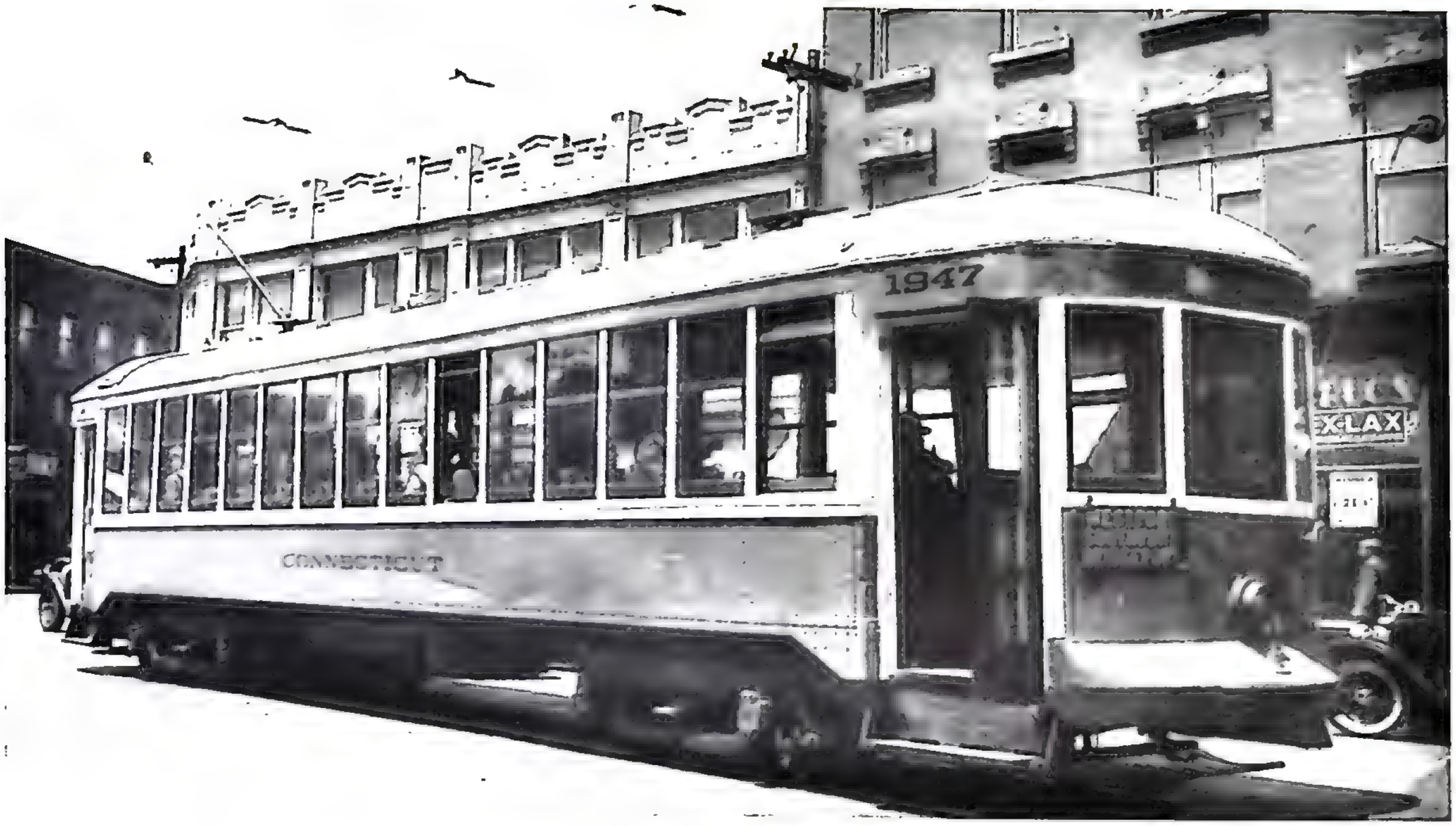
This view was taken on April 2, 1939 shows Bridgeport line car No. 0305, rebuilt from open car No. 701 in 1922. It is seen on Barnum Avenue crossing the New Haven railroad near its Summerfield yard. A track switch connected the railroad and Connecticut Company at this point.

TOP:
The NYNH&H station overlooked the Congress Street barn's car yard. The car house is in the center of the picture above the wood cars. At the extreme left, a line of open cars sat behind a trolley express car on May 12, 1934.

MIDDLE:
A single truck Birney safety car was sufficient for the Saturday patronage on the Seaview Avenue line in 1934. No. 2342 was at end of track, ready to return downtown.

BOTTOM:
Despite the Depression and despite the planned end of streetcar service, track was rebuilt on Boston Avenue near the General Electric plant. Crane car No. 0359 and a primeval tower truck were at work this day in June of 1934.

All, Connecticut Valley Chapter, NRHS collection



Jeffrey K. Winslow collection

TOP:
No. 1947 loaded a handful of passengers at Main and Wall Streets in Norwalk for its run to Bridgeport on June 8, 1934. A sign of the times was a white-walled Packard with its flying lady hood ornament parked in front of a vacant drug store whose business had failed.

BOTTOM:
Employees at *The Norwalk Hour* on Knight Street could look down on the brick paved apron of Norwalk's car barn. Tracks came in onto the apron from Wall Street. No. 1930's dash sign indicates its most recent run into town had been from Bridgeport.

Ed Wadhams collection

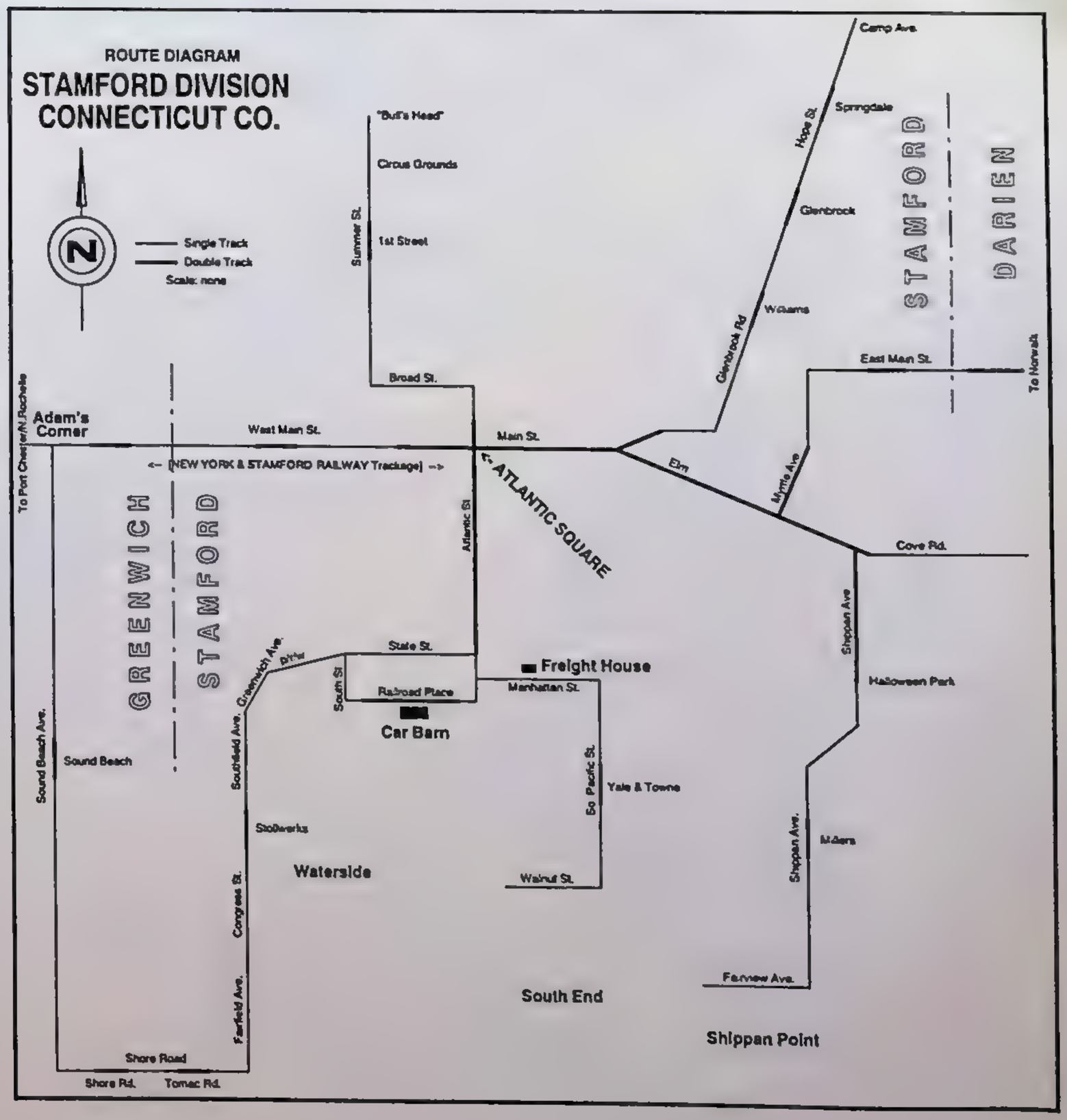
TOP:
Both pictures on this page were taken in 1921 at Atlantic Square, Stamford's central business district. An alighting passenger stepped lively away from No. 650. This deck-roofed, single-truck bobber was bought by Stamford Street Railway in 1902 as its No. 22. The car was also used in Norwalk division service.

BOTTOM:
A couple in bonnet and bowler watch No. 1282 wind through the square. An open car from the opening days of street railway service shares the square with an example of early motor bus technology. The open car at left is No. 127 of the connecting New York & Stamford Railway ready to leave westbound on Main Street.

Both, Ed Wadhams collection

Ed Wadhams collection

Neither Norwalk nor Stamford division participated in the upgrade to steel cars that took place after World War I. However, Stamford was assigned a group of 15 Birney safety cars but even these came at a time when the division was experimenting with motor buses. This scene was taken at the end of Stamford's route "C" which provided local service on Cove Road. The date was Saturday, July 25, 1931, the last day before conversion to bus operation. Appropriately, Harry Champion, who was hired in 1906 and wore badge #2163, posed with No. 2339, a relative newcomer. Harry was a good story teller who went on to drive the company's buses until his retirement in 1946.



TOP:
The end of rail service came early to Stamford, and this picture of No. 1291 was taken only a month before conversion of route "A" in July of 1931. Due to sewer work, South End streetcars went no further than this point at Woodland Place, several blocks short of the official terminus. A young lad has hopped up on the coupler to reach the retriever and rope as he helped the motorman change ends for the return run to Springdale.

BOTTOM:
Originally assigned to Bridgeport division, No. 1499 worked the Stamford-Darien-Norwalk line in July, 1933. Not far from the end of its run at Stamford's railroad station, the car pushed onward on Atlantic and Federal Streets. The trees of Atlantic Square can be seen in the far distance.

Both, Ed Wadhams collection

TOP:
Armistice Day fell on a Saturday in 1933, and that was the day the last streetcar lines of Stamford surrendered to brand new buses. No. 1495 stopped at Atlantic and Bell Streets before continuing to trudge toward the NYNH&H station. The clock tower in the background caps Stamford's town hall.

BOTTOM:
Streetcar days were long since over in April of 1935 when this picture was taken at Atlantic Square. The waiting shelter for bus passengers was car No. 1292 which began service a quarter century earlier in Bridgeport. The closer bus is a 1927 model AB Mack belonging to County Transportation which replaced New York & Stamford Railway cars starting in 1927.

Both, Ed Wadhams collection

FARES

Connecticut Company offered the nickel trolley ride until October 1, 1917. There were plenty of fare zones, half price school tickets, and commutation tickets between certain points on the system. Then and without petitioning the Connecticut Public Utilities Commission, the company raised the fare from five cents to six cents with proportional increases in its other fares. The city of Hartford challenged the increase, but the commission upheld the new fare as being needed.

On November 2, 1919, the company unilaterally adopted a new fare zone system and abolished its commutation tickets. There were protests, of course. This time the commission reacted by imposing its own zone system and restored commutation tickets at a bargain rate of 1¾ cents per zone. The bargain was quite limited in applicability. In simplified form, it was a monthly ticket good for one round trip each weekday between a city of 25,000 or more to any point more than five fare zones away. Not many riders qualified and, up to this time, the sale of commutation tickets had been small. It developed that in spite of the bargain rate, sales would continue to be small and have a negligible effect on the financial health of the company.

By July 20, 1920, the company went back to the commission claiming that the six cent fare and existing zones didn't produce enough revenue. It wanted a seven cent fare, city fare zones three miles long, and rural fare zones 2.8 miles long. The commission acted quickly with a temporary rate that allowed the seven cent fare and dealt with the matter of zones only by raising the commutation rate to 2¼ cents per zone.

When the temporary tariff expired October 1, the company again went back to the commission. This time it asked for a flat ten cent fare with pupils riding for a nickel. Because of the high inflation rate following World War I, the commission granted the increase. Not that it mattered, but the commission continued to require commutation tickets, raising the zone rate to 2½ cents.

The new ten cent fare went into effect on November 1, 1920 and remained uniform across the system for a year. Then, on the 6th and 12th of November 1921, two exceptions to the flat ten cent fare were granted by the commission. The exceptions applied experimentally to the cities of Norwalk and Bridgeport where the fare was to be five cents within their city limits, no transfers allowed. This was called the radial fare system, as distinguished from the flat fare system.

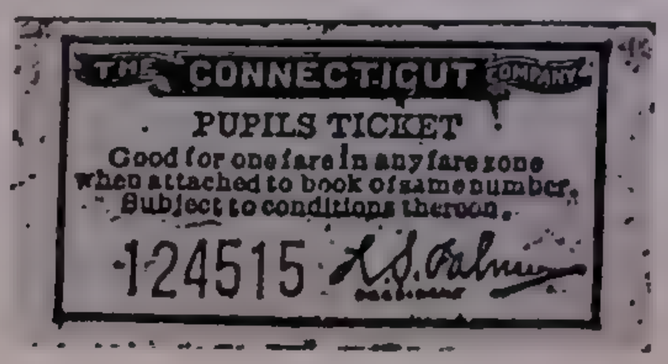
While the radial fare experiments were being tried, Connecticut Company voluntarily introduced the use of tokens at a price of 8-1/3 cents each, sold three for a quarter. The new rate started March 1, 1922 with free transfers.

Although the company complied with the radial fare system imposed by the commission, it sought a better answer to fare reduction. It informally proposed to lower the cost of tokens, making radial fares visibly more expensive to riders who needed to transfer. The plan produced the desired result as Norwalk and Bridgeport were returned to the flat fare system during February and March of 1923. On April 1, 1923, the price of tokens was reduced to 7½ cents each, sold two for 15 cents. School tickets remained at a rate of six for a quarter.

Apparently the low price tokens did not produce enough new riders to offset the loss of revenue. Within a year, the company proposed to restore its token rate to 8-1/3 cents, and petitioned to have the 8-1/3 cent rate also apply in Bridgeport where the commission's order of a year earlier spelled out the old token rate. Hearings were scheduled for February 6, but postponed because other cities also protested the increase. Because an indefinite delay loomed ahead, the Company put the 8-1/3 rate into effect everywhere except Bridgeport effective February 10, 1924. Since the 7½ cent rate had not been ordered by the commission, return to 8-1/3 cents did not require the commission's formal consent.

The protesting cities were Hartford, Stamford, New Britain, Waterbury, New Haven, and Bridgeport. Protests of the first five cities were dismissed on July 21, 1924. The company's request to treat Bridgeport the same as all other cities in the state was granted and became effective August 3, 1924.

The ten cent zone fare, three tokens–or metal tickets as the company liked to call them–for a quarter, and half-fare pupils tickets good for school and Sunday School lasted for the rest of Connecticut Company's streetcar years.


THE CONNECTICUT COMPANY
PUPILS TICKET
Good for one fare in any fare zone
when attached to book of same number.
Subject to conditions thereon.
124515

Pupils tickets were printed on a thin paper stock, the color of which changed each year. This true size specimen from 1941 was light yellow.

Connecticut Company used a fairly elaborate style of transfer. The objective was to have a passenger transfer to the first car on the connecting route, thus making one continuous trip. If a passenger stopped off for shopping or personal business downtown before continuing onward, that was considered by the company to be two trips, not one.

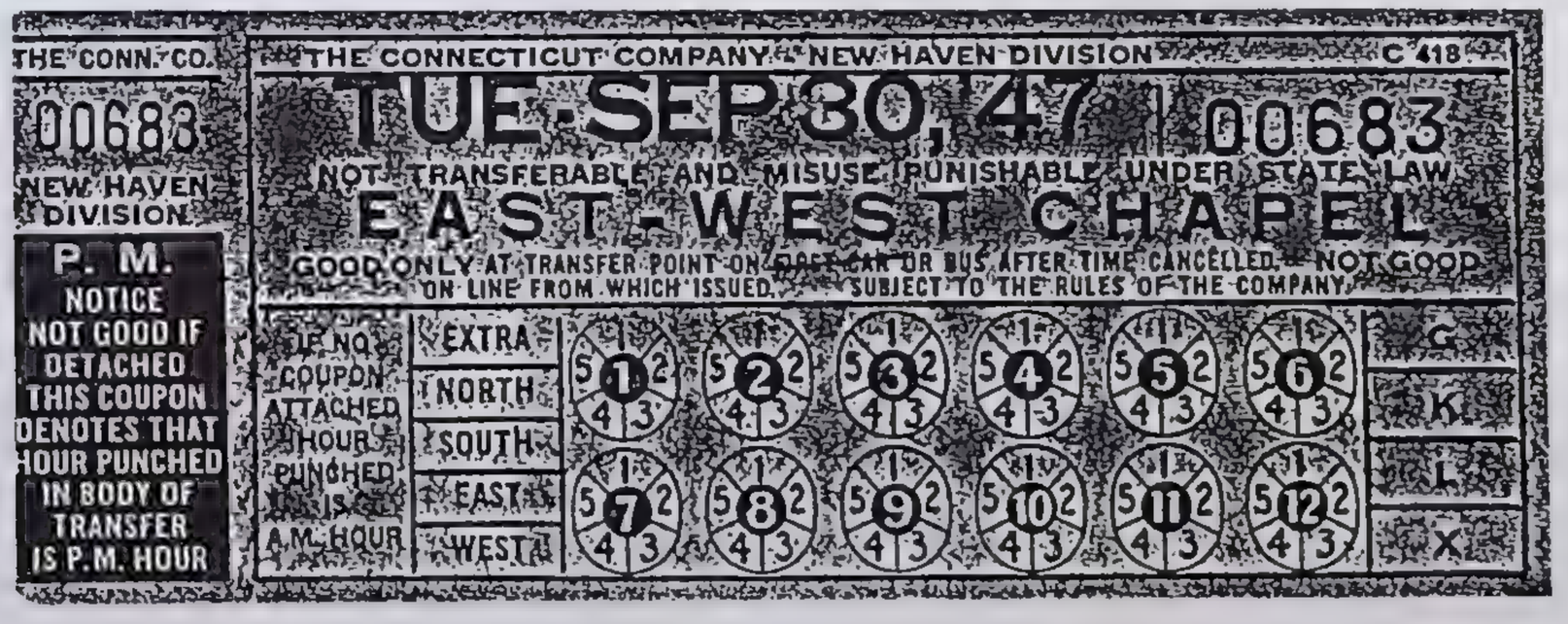
Thus it was important to pinpoint an expiration time for the transfer. As seen, there was a circle printed for each clock hour and a segment on the circle for each ten-minute period. To prevent a person from getting a transfer at say 7:00 A.M. and saving it to visit a friend after a long day's work and supper in a restaurant, a tear off coupon distinguished between A.M. and P.M. hours.

This method of thwarting fare beaters was obviously labor intensive on board not only the issuing car but also the receiving car. The theory was good, but matters were different in practice. To avoid confrontations the issuing punches were generally liberal and the collection process benign unless abuse was regular and flagrant.

For each day and for each route, pads of serialized transfers were printed on thin paper stock, using a different color each month.

Although this style and ones quite similar were reasonably common in American cities during the 1930s and 1940s, it was really a hold over from the early years of the traction industry. Back then, the conductor even punched a stylized drawing of the recipient such as a man with a moustache or a beard or clean-shaven or a lady with a wide hat, or upswept hair-do, etc. The much more modern and economical practice of tear-off transfers with unique, but less specific imprinting was the other general style of transfers then in use. Globe Ticket Company of Philadelphia was the principal supplier of all styles.

This transfer, shown actual size, was issued September 30, 1947 from the East - West Chapel line that was restored to rail service during the war.


THE CONN. CO.
00683
NEW HAVEN DIVISION
P. M.
NOTICE
NOT GOOD IF DETACHED
THIS COUPON DENOTES THAT HOUR PUNCHED IN BODY OF TRANSFER IS P.M. HOUR
THE CONNECTICUT COMPANY NEW HAVEN DIVISION C 418
TUE-SEP 30,47
00683
NOT TRANSFERABLE AND MISUSE PUNISHABLE UNDER STATE LAW
EAST-WEST CHAPEL
GOOD ONLY AT TRANSFER POINT ON FIRST CAR OR BUS AFTER TIME CANCELLED. NOT GOOD ON LINE FROM WHICH ISSUED. SUBJECT TO THE RULES OF THE COMPANY
IF NO COUPON ATTACHED HOUR PUNCHED IS A.M. HOUR
EXTRA
NORTH
SOUTH
EAST
WEST
G
K
L
X

HARTFORD LINE

P

CENTRAL SQUARE, NEW BRITAIN FOR CITY HALL, HARTFORD

Running Time 45 Minutes

WEEK DAYS

Central Square..Lv.	5.37	5.59	6.37 AM	and every	30	minutes to		1.37	2.07	2.37 PM
		3.07	3.27 PM	"	20	"	"	5.47	6.07	6.37 PM
	7.07	7.22	7.37 PM	"	30	"	"	10.37	11.07	11.37 PM
Maple Hill.....	5.48	6.10	6.48 AM	"	30	"	"	1.48	2.21	2.51 PM
		3.21	3.41 PM	"	20	"	"	6.01	6.18	6.48 PM
	7.18	7.33	7.48 PM	"	30	"	"	10.48	11.18	11.48 PM
Newington Center..	5.53	6.15	6.53 AM	"	30	"	"	1.53	2.27	2.57 PM
		3.27	3.47 PM	"	20	"	"	6.07	6.23	6.53 PM
	7.23	7.38	7.53 PM	"	30	"	"	10.53	11.23	11.53 PM
Atwood's Corner... 5.22	6.00	6.22	7.00 AM	"	30	"	"	2.00	2.35	3.05 PM
		3.35	3.55 PM	"	20	"	"	6.15	6.30	7.00 PM
	7.30	7.45	8.00 PM	"	30	"	"	11.00	11.30	12.00Mdt
City Hall, Hfd. Arr. 5.42	6.22	6.42	7.22 AM	"	30	"	"	2.22	2.57	3.27 PM
		3.57	4.17 PM	"	20	"	"	6.37	6.52	7.22 PM
	7.52	8.07	8.22 PM	"	30	"	"	11.22	11.52	12.20 AM

CITY HALL, HARTFORD, FOR CENTRAL SQUARE, NEW BRITAIN

Running Time 45 Minutes

WEEK DAYS

City Hall, Hartford....Lv.	5.47	6.22 AM	and every	30	minutes to			2.22 PM		
		2.57 PM	"	20	"	"		6.37 PM		
		6.52 PM	"	30	"	"		11.22 PM		12.00Mdt
Atwood's Corner.....	6.07	6.42 AM	"	30	"	"		2.42 PM		
		3.17 PM	"	20	"	"		6.57 PM		
		7.12 PM	"	30	"	"		11.42 PM		12.20 AM
Newington Center.....	6.13	6.48 AM	"	30	"	"		2.48 PM		
		3.25 PM	"	20	"	"	6.45	7.03 PM		
		7.18 PM	"	30	"	"		11.48 PM		12.25 AM
Maple Hill.....	6.18	6.53 AM	"	30	"	"		2.53 PM		
		3.31 PM	"	20	"	"	6.51	7.08 PM		
		7.23 PM	"	30	"	"		11.53 PM		12.30 AM
Central Sq., N. Britain Arr.	6.30	7.05 AM	"	30	"	"		3.05 PM		
		3.45 PM	"	20	"	"	7.05	7.20 PM		
		7.35 PM	"	30	"	"		12.05 AM		12.42 AM

DERBY—NEW HAVEN

CARS LEAVE SIXTH STREET, DERBY FOR NEW HAVEN
Running time, 42 minutes

WEEK DAYS ONLY

(12.15 P.M. Saturday only), 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45 P.M. (6.15, 6.45, 7.15 P.M. Saturday only.)

CARS LEAVE EAST DERBY JUNCTION FOR NEW HAVEN
Running time, 37 minutes

WEEK DAYS

6.05, 6.35, 7.05, 7.35, 8.05, 8.35, 9.05, 9.35, 10.05, 10.35, 11.05, 11.35 A.M.
12.05, (12.20 Saturday only), 12.35, 12.50, 1.05, 1.20, 1.35, 1.50, 2.05, 2.20, 2.35, 2.50, 3.05, 3.20 P.M. 3.35, 3.50, 4.05, 4.20, 4.35, 4.50, 5.05, 5.20, 5.35, 5.50, 6.05, (6.20 Sat. only), 6.35, (6.50 P.M. Sat. only), 7.05, (7.20 Sat. only), 7.35, 8.05, 8.35, 9.05, 9.35, 10.05, 10.35, 10.55, 11.25, 11.55 P.M.

SUNDAYS

7.35, 8.05 A.M. and at 05, 35 minutes past each hour to 10.35, 10.55, 11.25, 11.55 P.M.

NEW HAVEN TO DERBY

CARS LEAVE STATE AND CHAPEL STREETS, NEW HAVEN FOR SIXTH STREET, DERBY
Running time, 45 minutes

WEEK DAYS ONLY

(1.00 P.M. Sat. only), 1.30 P.M. and every 30 minutes to 6.30 P.M., (7.00, 7.30, 8.00 P.M. Sat. only.)

CARS LEAVE STATE AND CHAPEL STREETS, NEW HAVEN FOR EAST DERBY JUNCTION

WEEK DAYS
Running time, 40 minutes

5‡48, 6.18, 6‡45, 7.15, 7‡45, 8.15, 8‡45, 9.15, 9‡45, 10.15, 10‡45, 11.15, 11‡45 A.M., 12.15, 12‡45 P.M. (1.00 P.M. Sat. only), 1.15, 1.30, 1‡45, 2.00, 2.15, 2.30, 2‡45, 3.00, 3.15, 3.30, 3‡45, 4.00, 4.15, 4.30 P.M. 4‡45, 5.00, 5.15, 5.30, 5‡45, 6.00, 6.15, 6.30, 6‡45, (7.00 P.M. Sat. only), 7.15, (7.30 P.M. Sat. only), 7‡45, (8.00 P.M. Sat. only), 8.15, 8‡45, 9.15, 9‡45, 10.15, 10.45, 11‡15, 11.45 P.M.
‡ Derby—Bridgeport Bus Connection.

SUNDAYS

7.15, 7‡48, 8.15, 8‡45, 9.15, 9‡45, 10.15, 10‡45, 11.15, 11‡45 A.M., 12.15, 12‡45, 1.15, 1‡45, 2.15 P.M. 2‡45, 3.15, 3‡45, 4.15, 4‡45, 5.15, 5‡45, 6.15, 6‡45, 7.15, 7‡45, 8.15, 8‡45, 9.15, 9‡45, 10.15, 10.45 P.M. 11‡15, 11.45 P.M.
‡ Derby—Bridgeport Bus Connection.

EAST DERBY TO ANSONIA-SEYMOUR-BEACON FALLS AND NAUGATUCK

Running time, 36 minutes

5*25, 5*55, 6*23 A.M. and at 25, 55 minutes past each hour to 9.55 P.M.
10.22, 10.52, 11.22 P.M.
11.55 P.M. to Seymour R. R. Station.
12.22 A.M. to Bridge St., Ansonia.
*Does not run Sundays.
Note: Electric cars connect with motor coaches in Naugatuck for Waterbury

1160
1160

WORK EQUIPMENT

Jeffrey K. Winslow collection

In keeping with traction industry practice, Connecticut Company used obsolete passenger equipment to fill maintenance needs. With a huge oversupply of open cars and single truck closed cars, all divisions were in a good position to make conversions.

OPPOSITE PAGE:
No. 1160 was one of the special purpose passenger cars used to transport tools and crews of trackmen in dirty clothes to work sites. This November 9, 1947 photograph finds the car in splendid condition at the upper level of James Street car house, New Haven.
- Railroad Avenue Enterprises collection

THIS PAGE, TOP:
Norwich's line car No. 0302 sits outside the Thamesville car barn on July 15, 1936. The peeling paint didn't matter because streetcar service would end in five more months.

THIS PAGE, MIDDLE:
Droopy No. 0361, seen at James Street, was an active rail grinder on the New Haven division.

THIS PAGE, BOTTOM:
Waterbury's No. 0280 was a sand car built by Brill in 1901 as CR&L's No. 20. The Connecticut Company logo is seen in the middle of the car side, its old time position.

F. A. Kramer collection

Jeffrey K. Winslow colllection

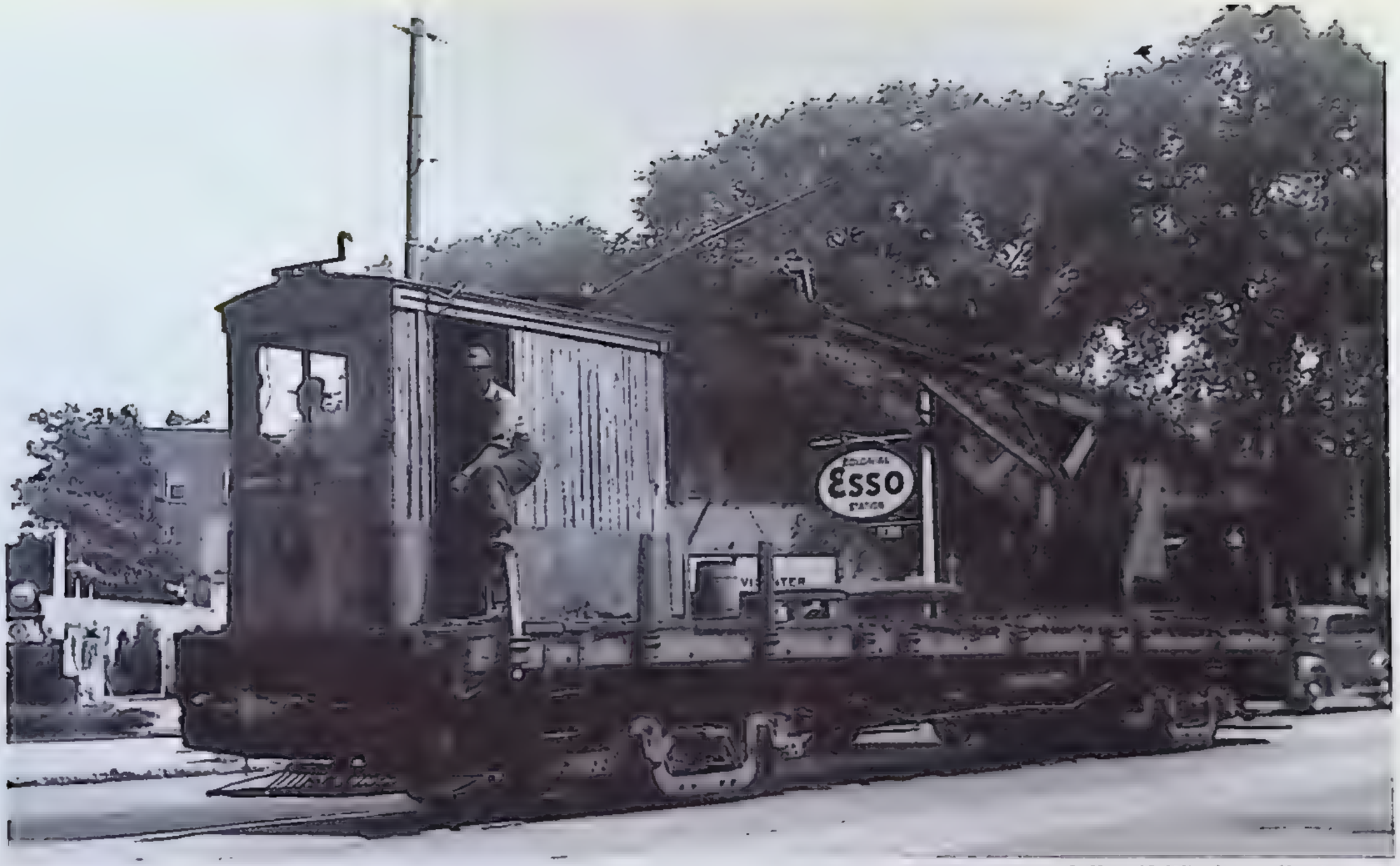
All, Jeffrey K. Winslow collection

Connecticut's winter weather required a fleet of snow fighting equipment. Sweepers kept the rails open in cities, and both single and double truck models were on the roster. Because many miles of line were on private and side of the road right-of-way, numerous snow plows were on the roster and assigned to all divisions. The company did not have any rotary type plows.

TOP:
No. 0278 was constructed by rebuilding an open car. It is seen at the upper level of James Street. Because the brooms occupied the space under the platforms, the gongs on this sweeper were vertically mounted on the dashes.

MIDDLE:
On August 14, 1936, No. 0236 and a sister single truck sweeper sat in the summer sun at Hartford's Vernon Street yards. The car was delivered with a headlight suitable for all intended service without mounting an arc light. A short wing plow fits between the pedestal-mounted wheels.

BOTTOM:
No. 0152 typifies the company's big guns against winter storms. A long wing plow is drawn up along the side of the car. This type of equipment was also used on city streets in such urban divisions as Bridgeport.

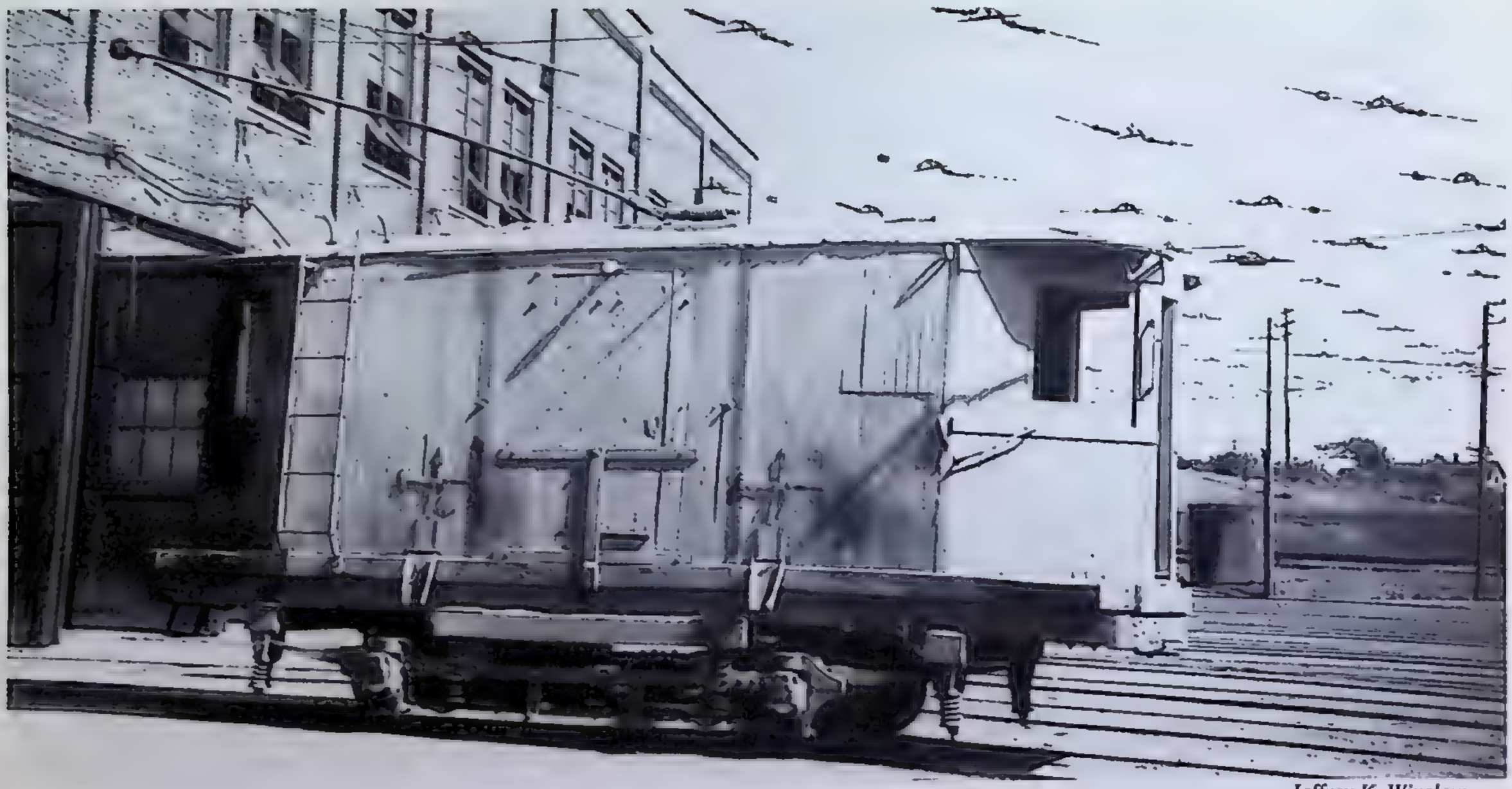


Jeffrey K. Winslow collection

Crane car No. 0357 keeps out of the way of trolley traffic at Church Corners, the intersection of Main Street and Hartford Avenue in East Hartford. The car obscures an otherwise good view of the lighthouse motif used by Colonial Esso gas stations on August 17, 1937.

Railroad Avenue Enterprises collection

The closed cab of New Haven's crane car No. 0200 differed slightly from Hartford's crane cab. Both had open air controls at the rear, although some movable sash on this car provided a bit of protection against the weather. The view, dated March 10, 1940, is on State Street's Mill River bridge not far from the car house.



Jeffrey K. Winslow

TOP:
This is car 019, although its number is nowhere to be found on the car body. Formerly a snow plow, it was converted to a sand car used for carrying sand and aggregates to reconstruction locations as needed by track gangs. It sits at the lower level of New Haven's James Street car house.

BOTTOM:
Motor flat car No. 0248 reposed at a crazy angle on April 3, 1938. The location is Station B, the company's rail, pole, and tie yard in New Haven. Rail grinder No. 0361 sits in the background.

Ed Wadhams collection

DIVISION ROSTERS AND RAIL LINE DATA

Car numbers are those assigned during the 1914 program to rationalize the numbering system and eliminate duplicate numbers across operating divisions.
Renumbering of the exisiting fleet took place in all divisions except those in eastern Connecticut then leased to Shore Line Electric.
Car reassignments between divisions took place after 1914 and are only partially reflected in these lists.

BRIDGEPORT DIVISION

CAR ROSTER:

61- 63	Stephenson	1894	9 Bench	Bridgeport Traction/CR&L 2,10,18.
64	Stephenson	1894	10 Bench	Bridgeport Traction/CR&L 22.
65- 78	Stephenson	1894	9 Bench	Bridgeport Traction/CR&L 24,30,34,38,46,58,8,26,32,42,48,50,128,130.
78- 83	Billmeyer&Small	1894	9 Bench	Bridgeport Traction/CR&L 130,4,6,12,40,56.
161- 163	Stephenson	1894	ST Wood	18' 7" closed.
371- 381	Jackson&Sharp	1896	15 Bench	Bridgeport Traction/CR&L 76,78,80,82,84,86,88,90,92,94.
382- 384	Brill	1897	8 Bench	CR&L 100, 102, 104.
458- 463	Jackson&Sharp	1897	DT Wood	29' 2" closed.
500	Brill	1904	Parlor	
536- 539	Wason	1900	ST Wood	20' 1" closed. Transferred to Middletown.
573- 580	Brill	1900	DT Wood	28' 1" closed.
603- 608	Stephenson	1901	15 Bench	ex-? 134,136,140,144,150,152. Rebuilt to Work Cars 0295-0300.
693- 711	Cincinnati	1903	15 Bench	CR&L 72,202,204,206,208,210,212,214-234 even, 248. 693-699 rebuilt to Work Cars 0342,0336,(695 Not rebl),0343-0345,0356. 701,704,708,710,711 rebl as 0305,034,0338,0359,0304.700+706 to Meriden.
712- 720	Cincinnati	1903	DT Wood	28' 1" closed. 718 lost in Meriden carbarn fire 2/4/23.
783- 790	Cincinnati	1905	10 Bench	CR&L? 236,238,240,242,244,246,250,252.
800- 807	Cincinnati	1905	ST Wood	20' 1" closed. All exc 802 rebl in 1920. 802-803 to New Britain.
814	Cincinnati	1905	ST Wood	20' 1" closed. To Meriden. Lost in carbarn fire 2/4/23.
986- 997	Brill	1907	15 Bench	CR&L 256 thru 278 even numbers.
1165-1174	Stephenson	1907	DT Wood	30' 2" closed.
1175-1184	Stephenson	1907	DT Wood	30' 9" closed.
1250-1266	Osgood Bradley	1910	15 Bench	ex-? 156-158.1260 rebuilt as Work Car 0360. 1253,1262 on New Haven roster in 1942. 1253 to Seashore Electric Rwy; destroyed by fire.
1280-1287	Osgood Bradley	1910	DT Wood	30' 10"closed.
1289-1299	Osgood Bradley	1910	DT Wood	30' 10" closed.
1359-1373	Osgood Bradley	1911	15 Bench	ex-? 110-126even,142,146,148,190,192,194.Some rebl as 1/2 open in 1922.
1478-1517	Osgood Bradley	1911	DT Wood	30' 10" closed.
1746-1765	Osgood Bradley	1915	DT Steel	Original assignment.
1833-1855	Osgood Bradley	1917	DT Steel	Original assignment.
1940-1949	Brill	1919	DT Steel	Original assignment, Suburban cars.
2200-2208	American	1918	ST Safety	Original assignment.
2210-2211	American	1918	ST Safety	Original assignment.
2213-2214	American	1918	ST Safety	Original assignment.
2224-2247	Osgood Bradley	1918	ST Safety	Original assignment.
2264-2275	Wason	1920	ST Safety	Original assignment.

Disposition of Cars to Connecticut Railway & Lighting on November 15, 1936

Wood: 1201, 1296-1297, 1299, 1335-1337, 1479, 1487, 1492, 1495-1496, 1501.
Steel: 1713-1716, 1718-1719, 1747, 1749-1750, 1752, 1754-1765, 1835-1837, 1841-1843, 1845-1848, 1850-1851, 1854-1855, 1930, 1940-1941, 1944-1945, 1948-1949.

SIGNIFICANT RAIL LINE DATES:

5-23-24	North Main St. [Westport]-Compo Beach converted to bus.	
3-15-26	Oak Street abandoned.	"J"
7-19-27	Stratford-Shelton-Derby converted to bus.	Not a lettered route.
10- 1-33	Seaside Park-Beardsley Park converted to bus.	"H"
6- 3-34	North Bridgeport beyond Main Street converted to bus.	"V"
7-27-34	Noble Avenue-South Park Avenue converted to bus.	"H"
8- 5-34	Bridgeport-New Haven converted to bus.	Not a lettered route.
8- 5-34	Railroad Station-Milford via Devon converted to bus.	"M"
7-14-35	Stratford-Brooklawn converted to bus.	"N"
9-29-35	Fairfield-Westport-Norwalk converted to bus.	Not a lettered route.
11-16-36	Operations returned to Connecticut Railway & Lighting Co.	
5- 2-37	Fairfield-Bridgeport-Stratford converted to bus.	"B"
6-20-37	East Main converted to bus.	"Z", formerly "P"
6-20-37	North Main Street-South Main Street converted to bus.	"A"
6-20-37	Seaview Avenue converted to bus.	"R"

HARTFORD DIVISION

CAR ROSTER:

104- 125	Brill	1895	9 Bench	Hartford St Rwy 200-209,211-212,214-221,223-224.
151- 156	American	1895	9 Bench	Hartford St Rwy 250-255. 154-156 with vestibules.
178- 210	Brill	1894	ST Wood	20' closed.
211- 232	Brill	1895	ST Wood	20' closed.
256- 262	Brill	1896	9 Bench	Hartford St Rwy 256-262.
296- 299	Wason	1895	ST Wood	Hartford, Manchester & Rockville Tramway 10,12,14,15.
300	Brill	1895	ST Wood	20' closed. ex-#195.
315- 335	Jackson&Sharp	1895	8 Bench	Hartford St Rwy 225,227,228-234,236-243,245-247,249.
336	Brill	1896	10 Bench	Hartfird St Rwy 213.
389- 399	Wason	1896	10 Bench	Hartford, Manchester & Rockville Tramway 16-23,29-31.
400- 408	Wason	1899	10 Bench	Hartford, Manchester & Rockville Tramway 32,33,35-39,41,42.
419- 422	Brill	1897	15 Bench	Hartford St Rwy 304,306,302,308. 421,422 to New Britain.
423- 432	Cincinnati	1897	ST Wood	20' closed. 429 transferred to New Britain. 432 rebit to 1-man safety car.
442- 451	Brill	1897	DT Wood	25' 2" closed.
452- 457	Brill	1897	DT Wood	29' closed. 455,457 to New Britain.
487- 496	Brill	1898	DT Wood	29' 2" closed.
535	Cincinnati	1900	ST Wood	20' closed.
547- 562	Wason	1900	13 Vest	Hartford St Rwy 270-285.
619- 633	Wason	1901	DT Wood	29' 1" closed.
668	Wason	1902	DT Wood	30' closed.
689- 690	Brill	1903	ST Wood	20' 9" closed.
782	Wason	1904	DT Wood	29' 1" closed.
808	Cincinnati	1905	ST Wood	20' 1" closed.
825- 826	Wason	1905	13 Vest	Farmington St Rwy 1,3.
827- 828	Wason	1905	13 Vest	Hartford, Manchester & Rockville 70,71.
844- 853	Wason	1905	DT Wood	30' closed.
890- 908	Wason	1906	15 Bench	Consolidated Rwy 310-328.
929- 951	Wason	1906	DT Wood	30' 5" closed. 947-949 lost Rockville carbarn fire 12/18/18.
1106-1125	Wason	1907	15 Bench	ex-? 329-348.
1162-1163	Wason	1907	DT Wood	33' 3" closed.
1216-1243	Wason	1908	DT Wood	30' 8" closed.
1244-1247	Wason	1908	13 Vest	Farmington St Rwy 2,4,6.
1267-1274	Osgood Bradley	1910	15 Bench	ex-? 349-356. Some rebuilt 1/2 open.
1300-1312	Osgood Bradley	1910	DT Wood	30'10" closed.
1374-1386	Osgood Bradley	1911	15 Bench	ex-? 196,198,200,357-366. 1374,1378-1380,1382-1384,1386 rebit center aisle.
1551-1564	Wason	1911	DT Wood	30' 9" closed. 1553-1564 rebit with long platforms.
1565	Wason	1911	DT Wood	33' 8" closed. Transferred to Middletown.
1720-1745	Wason	1915	DT Steel	Original assignment.
1792-1799	Wason	1917	DT Steel	Original assignment.
1800-1821	Wason	1917	DT Steel	Original assignment.
1822-1827	Wason	1917	DT Steel	Original assignment. Interurban cars.
1931-1939	Brill	1919	DT Steel	Original assignment. Suburban cars.
2215-2218	American	1918	ST Safety	Original assignment.
2248-2257	Osgood Bradley	1918	ST Safety	Original assignment.
2310-2331	Osgood Bradley	1920	ST Safety	Original assignment.
3100-3112	Osgood Bradley	1923	DT Steel	Lightweight design. 3105-3109,3111,3112 to Johnstown (Pa) Traction.

Jeffrey K. Winslow

No. 1724 changed ends on route "Q" to Elmwood. Rails ended here on New Britain Avenue just west of Newington Road where streetcars turned en route to New Britain.

SIGNIFICANT HARTFORD DIVISION RAIL LINE DATES:

1-28-10	Rockville-Melrose abandoned.	
10- 1-21	Lafayette Street abandoned between Trinity and Park Streets.	
7-21-24	Asylum Avenue. First conversion to bus.	"G"
9-28-24	Rockville via NYNH&H RR trackage discontinued.	
11- 6-26	Elizabeth Park.	"A"
6- 7-28	Stafford Springs to Martin's Crossing abandoned. Replaced by New England Transportation bus.	"Z-1"
6-17-28	Glastonbury-South Glastonbury converted to bus.	"V"
6-17-28	Farm School converted to bus.	
11-10-28	Martin's Crossing-West Bridge abandoned.	"Z-1"
6- 9-29	Manchester Center-Manchester Depot converted to bus.	
6- 9-29	Manchester Center-Manchester Green converted to bus.	
6-29-30	Station 28 to division point in Rocky Hill converted to bus.	
10-21-30	Windsor Center-Rainbow converted to bus.	"N"
11-11-30	Bloomfield converted to bus.	"T"
4-13-31	W. Bridge St.(Tolland) to Tolland Ave.(Rockville).	
4-27-31	Rockville converted to bus.	"Z"
8-30-31	Broad Street, Capitol Ave to New Britain converted to bus.	"J"
10-12-31	Middletown line, Station #23 to Station #28.	"M"
1-31-32	East Windsor Hill beyond Station #21 converted to bus.	"O"
2-19-33	East Windsor Hill beyond Station #16 converted to bus.	"O"
6-10-34	Unionville converted to bus.	"E"
4-28-35	Fairfield Ave between New Britain and Maple Aves converted to bus.	"R"
2- 7-37	Ashley Street converted to bus.	"F"
4-25-37	New Britain via Newington converted to bus.	"P"
11- 4-37	East Windsor Hill, remaining segment converted to bus.	"O"
4-30-38	Zion Street converted to bus.	"K"
9-21-38	Glastonbury converted to bus.	"V"
7-15-39	Farmington Ave and Prospect Ave lines converted to bus.	
11- 5-39	Manchester-South Manchester converted to bus.	"Y"
4-14-40	Windsor Ave between Windsor Center and Hartford city line converted to bus.	Not a lettered route.
11-30-40	Freight operations to Taylor Atkins Co. in East Hartford discontinued.	
4-20-41	Blue Hills Avenue-Franklin Avenue converted to bus.	"T"
4-20-41	Franklin Avenue-Griswoldville converted to bus.	Not a lettered route.
5-18-41	Elmwood converted to bus.	"Q"
5-18-41	Wethersfield converted to bus.	"U"
5-18-41	Albany Avenue-Baltimore Street converted to bus.	"U"
7-27-41	Barbour Street-Charter Oak converted to bus.	"K"
7-27-41	North Main Street (Fuller Brush)-Park Street converted to bus.	"L"

No. 1163 enjoys a rest in front of the Fuller Brush plant on North Main Street, Hartford. Route "L" was the through route of Park Street and North Main.

Jeffrey K. Winslow collection

DERBY DIVISION

CAR ROSTER:

1	Jackson&Sharp	1892	10 Bench	ex-? 164.
84- 89	Jackson&Sharp	1894	10 Bench	CR&L 156, 160, 162, 168, 51, 56.
312	Jackson&Sharp	1895	ST Wood	18' 6" parlor car ex-Fairhaven&WestvilleRR 123.
314	Jackson&Sharp	1894	10 Bench	ex-? 55.
484- 485	Brill	1898	DT Wood	25' closed.
516- 518	Brill	1900	10 Bench	CR&L 96, 158, 166.
533- 534	Brill	1900	ST Wood	20' closed.
567- 572	Wason	1900	15 Bench	CR&L 132,138,142,146,148,154.
686- 688	St. Louis	1903	ST Wood	18' closed.
721- 723	Brill	1903	DT Wood	28' 1" closed.
735	Brill	1904	ST Wood	18' 8" closed.
791	Cincinnati	1905	10 Bench	CR&L? 254.
804- 807	Cincinnati	1905	ST Open	Rebuilt to 20' 1" closed in 1920.
812- 813	Cincinnati	1905	ST Wood	20' 1" closed.Rebit 1919.To New Britain.813 rebit 1929 to Grinder 0361.
883- 885	Cincinnati	1906	15 Bench	ex-? 256,258,260.
967- 968	Cincinnati	1906	DT Wood	30' 2" closed.
1100-1105	Brill	1907	15 Bench	ex-? 280,282,284,286,288,290,292.
1164	Stephenson	1907	DT Wood	30' 9" closed.
1185-1194	Stephenson	1907	DT Wood	30' 9" closed.
1320-1322	Osgood Bradley	1910	DT Wood	30' 10" closed.
1338,1346	Osgood Bradley	1910	DT Wood	30' 10" closed.
1357	Keith	1910	DT Wood	30' 8" closed.
1925-1930	Brill	1919	DT Steel	Original assignment, Suburban cars.
2361-2366	Wason	1920	ST Safety	Original assignment.

Disposition of Cars to Connecticut Railway & Lighting on November 15, 1936

Wood: 1186, 1189, 1202-1204, 1207-1208.
Steel: 1904, 1907-1910, 1912-1913, 1926-1927, 2310-2311, 2315, 2317, 2361, 2363-2366.
Safety: 2310-2311, 2315, 2317, 2361, 2363-2366.

SIGNIFICANT RAIL LINE DATES:

6-19-27	Shelton-Stratford-Bridgeport converted to bus.
11-16-36	Operations returned to Connecticut Railway & Lighting Co.
3-21-37	Derby-Ansonia Belt Line converted to bus.
3-21-37	Housatonic converted to bus.
3-21-37	South Shelton converted to bus
6-20-37	Naugatuck-Derby-New Haven converted to bus

Jeffrey K. Winslow collection

Eager to get on with its fast run to Naugatuck, No. 1909 lets off and takes on passengers at East Derby Junction.

MERIDEN DIVISION

CAR ROSTER:

25- 36	Brill	1893	ST Wood	18' closed.
38- 39	Brill	1893	ST Wood	22' closed.
240- 251	Brill	1895	9 Bench	Meriden Elec RR 51,53,55,57,59,61,63,65,67,69,73,75.
385- 388	Brill	1897	10 Bench	Meriden Electric RR 37,39,41,45.
464- 466	Jones	1895	10 Bench	Meriden Southington & Compounce 5,6,9.
471	St. Louis	1898	10 Bench	Meriden Southington & Compounce 31.
497	ConnCo	1911	DT Wood	30' 1" closed.
498- 499	Jones	1899	10 Bench	Meriden Southington & Compounce 17,19.
501- 502	Jones	1899	10 Bench	
503- 504	Wason	1899	ST Wood	20' closed. 504 rebuilt 1919.
506- 509	Jones	1899	15 Bench	Meriden Southington & Compounce 1,3,5,7. Transferred to New London.
519- 522	Brill	1900	10 Bench	Meriden Electric RR 77,79,81,83.
727- 731	Brill	1904	10 Bench	ex-? 85, 87, 89, 91, 93.
795- 796	Cincinnati	1905	10 Bench	ex-? 35,43
809- 811	Cincinnati	1905	ST Wood	20' 1" closed.810 rebit 1920.To Middletown.Rebit 1931 to Grinder 0364.
869- 874	Cincinnati	1905	ST Wood	28' 3" closed. 871 lost in carbarn fire 2/4/23.
886	Cincinnati	1906	15 Bench	Meriden, Southington & Compounce 9.
1195-1196	Stephenson	1907	DT Wood	30' 9" closed.
1248-1249	Brill	1908	15 Bench	ex-? 11,15
1355-1357	Keith	1910	DT Wood	30' 9" closed.
1387-1390	Osgood Bradley	1911	15 Bench	ex-? 33,95,97,99.1387,1389 at New Haven in 1942.1388 lost in 2/4/23 fire.
2355-2360	Osgood Bradley	1920	ST Safety	Original assignment. 2357 burned in carbarn fire 2/4/23.

SIGNIFICANT RAIL LINE DATES:

9- 2-24	Lazy Lane-Lake Compounce. (Amusement park season ended; rail service not resumed in 1925.)
12- 4-27	Middletown converted to bus.
9-22-29	Wallingford via Yalesville converted to bus.
6-17-31	Curtis Street converted to bus.
8-29-31	Colony Street converted to bus.
9-11-31	West Main Street converted to bus.
9-11-31	Hanover Park converted to bus.
9-16-31	Pratt Street converted to bus.
9-28-31	Plainville converted to bus.

MIDDLETOWN DIVISION

CAR ROSTER:

252- 255	Brill	1895	10 Bench	Middletown St Rwy 13,15,17,19
367- 368	Brill	1896	Semi-conv	20' long. ex #2,3.
472- 474	Jackson&Sharp	1897	10 Bench	Middletown St Rwy 21,23,25
540- 541	Brill	1903	ST Wood	20' 8" long.
1213-1215	Wason	1907	DT Wood	33' 8" closed.
1275-1277	Osgood Bradley	1910	15 Bench	ex-? 27,29,31
1313-1314	Osgood Bradley	1910	DT Wood	30' 10" closed.
1358	Brill	1910	DT Wood	28' long.
2348-2354	Osgood Bradley	1920	ST Safety	Original assignment. 2350 to Branford Elec Rwy Museum.

SIGNIFICANT RAIL LINE DATES:

12- 4-27	Middletown-Meriden bus service started.
1-13-29	Portand converted to bus.
1-13-29	South Farm converted to bus.
6-30-29	Middlefield converted to bus.
6-30-29	Lakeview Park converted to bus.
6-30-29	West Side lines converted to bus.
6-29-30	Connecticut State Hospital converted to bus.
7- 5-30	Middletown-Hartford converted to bus.

NEW HAVEN DIVISION

CAR ROSTER:

2- 13	Newburyport	1892	10 Bench	Fair Haven & Westville 225-233,334,337,340.
14- 15	Brill	1892	10 Bench	Fair Haven & Westville 234-235.
19	Brill	1893	ST Wood	20' closed.
20	Brill	1895	ST Wood	18' 8" closed.
21- 24	Brill	1893	ST Wood	20' closed.
40- 49	Jones	1893	ST Wood	18' closed.
50- 60	Newburyport	1893	10 Bench	Fair Haven & Westville/Winchester Ave RR 322-326, 328-333.
129- 150	Brill	1895	10 Bench	Fair Haven & Westville 236-257.
164- 165	Jackson&Sharp	1894	ST Wood	18' 6" closed.
166- 174	Jones	1894	ST Wood	18' closed.
263- 268	Jackson&Sharp	1895	9 Bench	Fair Haven & Westville 263,264,258-261.
269- 295	Jones	1895	10 Bench	Fair Haven & Westville 269-271,266,273-292,267-268,272.
307	Brill	1895	ST Wood	18' 8" closed.
308- 311	Jones	1895	ST Wood	18' closed.
337- 341	Brill	1896	10 Bench	Fair Haven & Westville/Winchester Ave RR 317-321.
342	Brill	1896	10 Bench	Fair Haven & Westville/New Haven & Centerville St Rwy 224.
361- 362	Brill	1896	ST Wood	18' 8" closed.
467- 470	Jones	1898	10 Bench	Fair Haven & Westville/New Haven St Rwy 293-296.
484- 486	Brill	1898	DT Wood	25' closed.
510- 515	Jackson&Sharp	1899	15 Bench	Fair Haven & Westville/Winchester Ave RR 311-316.
563- 566	Wason	1900	15 Bench	Fair Haven & Westville/Winchester Ave RR 307-310.
581- 589	Brill	1900	DT Wood	28' 1" closed. ex-Fair Haven & Westville. 581-584 to Torrington.
609- 618	Brill	1901	15 Bench	Fair Haven & Westville/Winchester Ave RR 297-306. 614 To Branford Elec Rwy Museum; 615 to Seashore Elec Rwy.
634- 640	Brill	1901	DT Wood	28' closed.

Ed Wadhams collection

No. 656 paused at a turnout on West Haven's 2nd Avenue line with a load of excursionists bound for Savin Rock in 1946. Surprisingly, the passenger safety railing was not in place aft of the sixth bench.

NEW HAVEN CAR ROSTER (Cont'd):

655- 664	Brill	1902	15 Bench	Fair Haven & Westville 348-356.
669	Brill	1902	Semi-conv	28' long.
670- 681	Brill	1902	DT Wood	28' long.
724- 726			DT Wood	28' long.
737- 751	Brill	1904	15 Bench	Fair Haven & Westville 351-371.
752- 766	Stephenson	1904	DT Wood	30' closed. 757,759,760 to Meriden.759 lost in barn fire 2/4/23.
767- 781	Jewett	1904	DT Wood	30' closed. Suburban cars. 767-770 transferred to New London.
829- 843	Jones	1905	15 Bench	Consolidated Rwy 372-386. 838 to Seashore; 840 to Conn Elec Rwy.
854- 868	Wason	1905	DT Wood	30' closed. 856+858 to Meriden.857 lost W.Haven barn fire 5/18/17.
909- 928	Jones	1906	15 Bench	Consolidated Rwy 387-406. 923 to Branford Elec Rwy Museum.
1126-1145	Wason	1907	15 Bench	ex-? 407-426.
1146-1161	Wason	1907	DT Wood	30' 9" closed.
1323-1354	Osgood Bradley	1910	DT Wood	30' 10" closed.1338,1346 to Derby.1347,1351 lost barn fire 5/18/17
1393-1438	Osgood Bradley	1911	15 Bench	ex-Conn Co 427-433. 1393,1395,1399 rebit to 1/2 closed in 1922. 1400-1411,1426,1430-1433,1438 rebuilt as 1/2 closed in 1922. 1414,1420,1425 to Branford Elec Rwy.
1569-1604	Wason	1911	DT Wood	30' 9" closed. 1570-1597 exc 1574,1577,1581,1591 rebit with long platforms. 1574, 1577, 1581 burned in West Haven car barn fire 5/18/17.
1605	Conn Co	1916	DT Closed	41' center entrance built from cars 70 and 71. Scrapped in Wtrbry, 1929.
1606	St. Louis	1901	DTParlor	Blt for NY & Stamford as the "Larchmont."
1700-1719	Wason	1915	DT Steel	Original assignment.
1766-1791	Osgood Bradley	1915	DT Steel	Original assignment.
1856-1891	Osgood Bradley	1917	DT Steel	Original assignment.
1914-1924	Brill	1919	DT Steel	Original assignment. Suburban cars.
2209+2212	American	1918	ST Safety	Original assignment.
2219-2223	American	1918	ST Safety	Original assignment.
2258-2263	Osgood Bradley	1918	ST Safety	Original assignment.
2282-2286	Wason	1920	ST Safety	Original assignment.
3115-3122	Osgood Bradley	1923	DT Steel	Original assignment. Lightwieght cars.
3200-3211	Osgood Bradley	1927	DT Steel	ex-Berkshire Street Rwy 300-311.

Railroad Avenue Enterprises collection

War-weary No. 1872 makes a minimum amount of room for No. 500 to get out of traffic on Ferry Street. The 1941 Buick is following abandoned rails over the Quinnipiac River bridge. This was an alternate route to East Haven at Granniss Corner.

During the period Daylight Saving Time is in effect read as DAYLIGHT SAVING TIME

THE CONNECTICUT COMPANY

Time given indicates when cars may be expected to arrive and depart. Subject to change without notice.
Time: 12 01 midnight to 12 00 noon is indicated by light figures.
12 01 noon to 12 00 midnight is indicated by heavy figures.

May, 1935

MILFORD—NEW HAVEN—CHESHIRE—MILLDALE — EASTERN STANDARD TIME

STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Milford, Gulf & Cherry Sts	....	...	....	....	....	....	*5 45	*6 15	*6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15
Pond Point Station, Milford	....	...	....	....	....	....	*5 52	*6 22	*6 52	7 22	7 52	8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	12 22	12 52	1 22	1 52	2 22
Chapel St., Woodmont	....	...	....	....	....	....	*5 58	*6 28	*6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29	10 59	11 29	11 59	12 29	12 59	1 29	1 59	2 29
Oyster River, West Haven	....	...	....	....	....	....	*6 02	*6 33	*7 03	7 33	8 03	8 33	9 03	9 33	10 03	10 33	11 03	11 33	12 03	12 33	1 03	1 33	2 03	2 33
Dawson Ave.	....	...	....	....	....	....	*6 06	*6 37	*7 07	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	1 07	1 37	2 07	2 37
Savin Rock	....	...	....	....	....	....	*6 10	*6 42	*7 12	7 42	8 12	8 42	9 12	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	1 42	2 12	2 42
West Haven Car House	....	...	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Railroad Station, New Haven	....	...	....	....	....	....	*6 28	*7 02	*7 37	8 02	8 32	9 02	9 32	10 02	10 32	11 02	11 32	12 02	12 32	1 02	1 32	2 02	2 32	3 02
Church & Chapel, New Haven	*5 04	*5 07	*5 15	*5 37	6 07	6 30	6 35	7 07	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	1 07	1 37	2 07	2 37	3 07
Community Center, Hamden	*5 17	*5 20	*5 28	*5 50	6 20	6 42	6 50	7 20	7 50	8 20	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 20	12 50	1 20	1 50	2 20	2 50	3 20
Spring Glen, Fare Limit	*5 22	*5 25	*5 33	*5 55	6 25	6 47	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 55	1 25	1 55	2 25	2 55	3 25
Centerville Town Hall	*5 26	*5 29	*5 37	*5 59	6 29	6 51	6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29	10 59	11 29	11 59	12 29	12 59	1 29	1 59	2 29	2 59	3 29
Mt. Carmel R. R. Station	*5 34	*5 37	*5 45	*6 07	6 37	6 58	7 07	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	1 07	1 37	2 07	2 37	3 07	3 37
Dudleys	*5 39	*5 42	....	*6 12	6 42	7 02	7 12	7 42	8 12	8 42	9 12	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	1 42	2 12	2 42	3 12	3 42
Ives Crossing, Cheshire	*5 46	*5 49	....	*6 19	6 49	7 08	7 19	7 49	8 19	8 49	9 19	9 49	10 19	10 49	11 19	11 49	12 19	12 49	1 19	1 49	2 19	2 49	3 19	3 49
▲Cheshire Jct.	*5 57	*6 00	....	*6 30	7 00	7 19	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30	2 00	2 30	3 00	3 30	4 00
Milldale-Dickermans Cor.	....	*6 12	....	*6 42	*7 12	....	7 42	8 12	8 42	9 12	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	1 42	2 12	2 42	3 12	3 42	4 12

STATIONS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
Milford, Gulf & Cherry Sts	2 45	3 15	3 45	4 15	4 45	5 15	5 45	6 15	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	....	....	....	....	
Pond Point Station, Milford	2 52	3 22	3 52	4 22	4 52	5 22	5 52	6 22	6 52	7 22	7 52	8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	12 22	12 52	....	....	....	....	
Chapel St., Woodmont	2 59	3 29	3 59	4 29	4 59	5 29	5 59	6 29	6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29	10 59	11 29	11 59	12 29	12 59	....	....	....	....	
Oyster River West Haven	3 03	3 33	4 03	4 33	5 03	5 33	6 03	6 33	7 03	7 33	8 03	8 33	9 03	9 33	10 03	10 33	11 03	11 33	12 03	12 33	1 03	....	....	....	....	
Dawson Ave.	3 07	3 37	4 07	4 37	5 07	5 37	6 07	6 37	7 07	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	1 07	....	....	....	....	
Savin Rock	3 12	3 42	4 12	4 42	5 12	5 42	6 12	6 42	7 12	7 42	8 12	8 43	9 12	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	....	....	....	....	
West Haven Car House	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
Railroad Station, New Haven	3 32	4 02	4 32	5 02	5 32	6 02	6 32	7 02	7 32	8 02	8 32	9 02	9 32	10 02	10 32	11 02	11 32	12 02	12‡20	12‡39	1120	....	....	....	....	
Church & Chapel, New Haven	3 37	4 07	4 37	5 07	5 37	6 07	6 37	7 07	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	....	....	....	....	....	....	....	
Community Center, Hamden	3 50	4 20	4 50	5 20	5 50	6 20	6 50	7 20	7 50	8 20	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 20	....	....	....	....	....	....	....	
Spring Glen Fare Limit	3 55	4 25	4 55	5 25	5 55	6 25	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	....	....	....	....	....	....	....	
Centerville Town Hall	3 59	4 29	4 59	5 29	5 59	6 29	6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29	10 59	11 29	11 59	12 29	....	....	....	....	....	....	....	
Mt. Carmel R. R. Station	4 07	4 37	5 07	5 37	6 07	6 37	7 07	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	....	....	....	....	....	....	....	
Dudleys	4 12	4 42	5 12	5 42	6 12	6 42	7 12	7 42	8 12	8 42	....	9 42	....	10 42	....	11 42	....	....	....	....	....	....	....	....	....	
Ives Crossing, Cheshire	4 19	4 49	5 19	5 49	6 19	6 49	7 19	7 49	8 19	8 49	....	9 49	....	10 49	....	11 49	....	....	....	....	....	....	....	....	....	
▲Cheshire Jct.	4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	....	10 00	....	11 00	....	12 00	....	....	....	....	....	....	....	....	....	
Milldale-Dickermans Cor.	4 42	5 12	5 42	6 12	6 42	7 12	7 42	8 12	8 42	9 12	....	10 12	....	....	....	....	....	....	....	....	....	....	....	....	....	

▲Bus connections at Cheshire for Waterbury
Week Days: 6 00 A.M. and every 30 minutes to 8 00 P.M., 10 00 P.M., 11 00 P.M., 12 00 Mdt.
Sundays: 7 00 A.M. and every 30 minutes to 8 00 P.M., 10 00 P.M., 11 00 P.M., 12 00 Mdt.

‡ Runs from R. R. Station via Viaduct-State and Chapel to James St. Carhouse.

THE CONNECTICUT COMPANY

Local Time Table

New Haven - Milford and New Haven - Cheshire Milldale

May, 1935

Every effort will be made to maintain t schedule as outlined, but company will not hold liable for errors in time tables, inconvenien or damage resulting from delayed cars or bus or failure to make connections: schedules here are subject to change without notice.

Ride by Trolley
Ship by Trolley

EASTERN STANDARD TIME

SUNDAY SCHEDULE will be operated on t following HOLIDAYS: Memorial Day, Indepen ence Day, Labor Day, Thanksgiving, Christm and New Years.

During the period Daylight Saving Time is in eff read as DAYLIGHT SAVING TIME

LOCAL OFFICERS

NEW HAVEN
Tel. 6-0151

F. P. Harlan.....Manag
J. B. Judge.....Superintende
A. M. Curtis.....Cashi
156 Church Street
F. A. McGill.....Claim Age
270 Orange Street

BRIDGEPORT
Tel. 4-2134

O. H. Crosson.....Manag
E. T. Chapman.....Cash
Wm. Graham.....Claim Age
Offices—N. Y., N. H. & H. R. R. Station

Jeffrey K. Winslow collection

One of the most unusual runs was the 27 mile interdivisional run from Milldale, down Waterbury division's trackage through Cheshire, onto New Haven division's rails and into town over the Whitney Avenue line, past the Green and railroad station into West Haven, along the Sound through Milford and on into the city of Bridgeport on its division. High-stepping No. 1922 waited for departure at Milldale Green on August 23, 1934. This was 18 days after the Milford-Bridgeport service was converted to bus. The car still carried the Bridgeport destination which was attainable by connection, but the dash sign correctly indicated the end of the interurban run. The timetable above shows two hour running times on the half-hourly service.

TOP:
Railfan trips sometimes included a special feature such as this tour of the Grand Avenue barn where overhauls were performed. A lightweight of the 3100 series was in the shop on January 6, 1946. The group inspected work in progress. Headgear included fedoras, motorman's caps, and military service caps, but no hard hats.

BOTTOM:
This fan tour covered the yards at the old West Haven barn on Court Street. Shear plow No. 0214 was a fairly new piece of equipment, having been built by Wason in 1910 for service in Norwalk. It later saw service in Bridgeport, and was finally moved to New Haven and scrapped in 1948.

Ed Wadhams collection

Jeffrey K. Winslow collection

SIGNIFICANT NEW HAVEN DIVISION RAIL LINE DATES:

5-18-24	Trackage abandoned on Dayton Street between Whalley Avenue and Fountain Street.	
10- 3-24	Trackage abandoned on Water Street netween Viaduct and Hamilton Street.	
6-22-31	Sylvan Avenue-George Street. First bus conversion.	
8-28-31	Service discontinued on York Street between Chapel Street and Elm Street.	
11- -33	Service discontinued on Momauguin line, Coe Avenue to Mansfield Grove.	"H"
7- 8-36	Cheshire-Milldale shuttle converted to bus shuttle.	
10-28-36	Edgewood Avenue converted to bus.	"Q"
12- 6-36	Mount Carmel converted to bus.	
1- 1-37	Whitney Avenue to Spring Glen, Hamden converted to bus.	
3- 1-37	Montowese-Wallingford converted to bus.	
3- 1-37	Branford between Branford and Stony Creek. Stony Creek bus shuttle.	"F"
6-19-37	Derby line to Plainfield Avenue & Racebrook (west of Yale Bowl)	
11-27-37	New Haven-West Haven-Woodmont-Milford converted to bus.	
7-18-38	Grand Avenue converted to bus.	
6-22-40	Bus service between Grannis Corner and East Chapel Street. Trackage retained for access to barn.	
8- 4-41	Branford beyond Branford railroad bridge. Stony Creek bus shuttle.	"F"
8-13-41	Branford beyond Stannard (Red Barn) Avenue.	"F"
12-19-42	West Chapel-East Chapel line established for wartime service using reopened track between East St. and Ferry St.	"Y"
1-13-43	Whitney Avenue reopened to Cliff Street	"Z"
4-22-46	Momauguin beyond Short Beach Road converted to bus shuttle.	"H"
4-22-46	Branford beyond Short Beach Post Office. Stony Creek bus shuttle.	"F"
3- 7-47	Branford, remainder of line converted to bus.	"F"
3- 8-47	Momauguin converted to bus.	"H"
11-15-47	City Point-Whalley Avenue rail service ended. Converted to bus.	"B"
11-15-47	Lighthouse Point rail service ended. Converted to bus.	"G"
11-15-47	Washington Avenue rail service ended. Converted to bus between Congress & Howard	"O"
11-15-47	2nd Avenue rail service ended. Converted to bus 11-16-47.	"R"
11-15-47	East Chapel Street wartime rail service ended.	"Y"
11-15-47	Whitney Avenue wartime rail service ended.	"Z"
11-15-47	Canner Street to Elm & College only, not through-routed to Shelton Avenue.	"A"
11-15-47	Shelton Avenue through-routed to Ferry Street.	"E"
11-15-47	Winchester Avenue operated to Congress & Admiral.	"O"
11-22-47	Last open car trips to Yale Bowl. Used for a high school football game.	
7-10-48	Canner Street rail service ended. Converted to bus.	"A"
7-17-48	Shelton Avenue-Ferry Street rail service ended. Converted to bus.	"E"
7-17-48	State Street-West Haven rail service ended. Converted to bus.	"M"
7-17-48	Winchester-Congress & Admiral rail service ended. Converted to bus.	"O"
7-17-48	Winchester-Ferry Street converted to bus.	"S"
9-25-48	Dixwell Avenue-Savin Rock Park rail service ended. Converted to bus.	"D"
9-25-48	Dixwell Avenue & Pershing Street-Railroad Station rail service ended. Converted to bus.	"DD"
9-25-48	Church & Grove-Savin Rock Park-Dawson Avenue rail service ended. Converted to bus.	"J"

Railroad Avenue Enterprises collection

No. 3203, one of the ex-Berkshire Street Railway cars brought to New Haven in 1932, posed in West Haven near Savin Rock amusement park. The date was September 11, 1948 and, with the end of rail service only weeks away, a railfan struck the motorman's pose but with an incorrect setting of the destination sign.

NORWALK DIVISION

CAR ROSTER:

16- 18	Trimble	1892	ST Wood	18' closed.
176- 177	Trimble	1894	ST Wood	18' closed.
304- 306	Brill	1895	ST Wood	20' closed.
343- 352	Briggs	1896	10 Bench	Norwalk Tramway/CR&L 102,106,108,110,112,114,116,122,124,126.
353	Briggs	1896	10 Bench	Norwalk St Rwy/CR&L 180.
354	Trimble	1896	9 Bench	Norwalk St Rwy/CR&L 182.
355- 356	Trimble	1896	8 Bench	Norwalk St Rwy/CR&L 190, 192.
357- 358	Trimble	1896	9 Bench	Norwalk St Rwy/CR&L 194, 196.
360	Stephenson	1896	ST Wood	18' 4" closed.
965- 966	Cincinnati	1906	DT Wood	30' 2" closed.
998- 999	Brill	1907	15 Bench	CR&L 290,294.
1199-1201	Stephenson	1907	DT Wood	30' 9" closed.
1439-1440	Osgood Bradley	1911	15 Bench	ex-Conn Co 6,8. Both on New Haven roster until 1948.
1442	Osgood Bradley	1911	15 Bench	ex Conn Co 12. On New Haven roster until 1948.
1446-1448	Osgood Bradley	1911	15 Bench	ex-Conn Co 20,22,24. 1447 scrapped 1947.
1566-1568	Wason	1911	DT Wood	30' 9" closed. For Winnipauk "A" service only.

SIGNIFICANT RAIL LINE DATES:

12- 2-30	Washington Street Switch-Dorlon's Point converted to bus.	"C"
12- 2-30	Broad River-Newtown Avenue converted to bus.	"F"
11- 2-33	Railroad Station-Winnipauk via West Avenue converted to bus.	"A"
11- 2-33	Railroad Station-Main & Wall Streets via East Avenue converted to bus.	"D"
11- 2-33	Railroad Station-Main & Wall Streets via West Avenue converted to bus.	"E"
11-12-33	Norwalk-Darien-Stamford converted to bus.	Not a lettered route.
9-30-35	Norwalk-Fairfield-Bridgeport converted to bus.	Not a lettered route.

STAMFORD DIVISION

CAR ROSTER:

313	Jackson&Sharp	1896	ST Wood	18' 9" closed.
363- 365	Brill	1896	ST Wood	18' 7" closed.
475- 478	Brill	1898	10 Bench	New York & Stamford Rwy 51,53,55,57.
505	St. Louis	1899		New York & Stamford Rwy 95.
523- 525	Brill	1900	10 Bench	Stamford St RR 23,25,27.
526- 531	Brill	1900	10 Bench	New York & Stamford Rwy 50-69, odd.
532	St. Louis	1900	ST Wood	18' 6" closed.
590- 591	St. Louis	1901	10 Bench	Greenwich Tramway 89,91. 590 to Middletown.
592- 593	St. Louis	1901	10 Bench	Stamford St RR 29,31.
594- 597	St. Louis	1901	10 Bench	New York & Stamford 97,99,101,103.
598- 599	St. Louis	1901	10 Bench	Greenwich Tramway 85,87. 598 transferred to Torrington.
600	Brill	1901	ST Wood	20' closed.
601	Brill	1901	ST Wood	18' 8" closed. Rebit 1919 as safety car.
650- 654	Stephenson	1902	ST Wood	18' 7" closed. 650,652 transferred to Norwalk.
732- 733	Brill	1904	10 Bench	Stamford St RR 39, 41.
734- 736	Brill	1904	ST Wood	18' 8" closed. 736 transferred to Norwalk.
1288	Osgood Bradley	1910	DT Wood	30' 10" closed.
1441	Osgood Bradley	1911	15 Bench	ex-Conn Co 10. On New Haven roster in 1942.
1443-1445	Osgood Bradley	1911	15 Bench	ex-Conn Co 14,16,18. 1444 on New Haven roster until 1948.
2332-2347	Osgood Bradley	1920	ST Safety	Original assignment.

SIGNIFICANT RAIL LINE DATES:

.9- 6-27	Atlantic Square-Sound Beach converted to bus.	"G"
5-15-30	Summer Street-Waterside converted to bus.	"H"
7-18-31	South End-Springdale rail service ended. Converted to bus.	"A"
7-25-31	Atlantic Square-Cove Road rail service ended. Converted to bus.	"C"
7-25-31	Railroad Station-Shippan rail service ended. Converted to bus.	"D"
11-11-33	Railroad Station-Myrtle Avenue rail service ended. Converted to bus.	"B"
11-11-33	Stamford-Darien-Norwalk rail service ended. Converted to bus.	Not a lettered route.

NEW LONDON DIVISION

CAR ROSTER:

3	Southern	1907	DT Parlor	
5	Southern	1907	DT Wood	47' closed.
9- 10	Jones	1896	ST Wood	Closed.
11,15,16	Briggs	1902	ST Wood	26' 8" closed.
18,20,21	Amesbury	1894	ST Wood	27' 2" closed.
23	Amesbury	1894	ST Wood	27' 2" closed.
38	Briggs	1896	ST Wood	28' 7" closed.
101- 105	Newburyport	1896	DT Wood	36' closed, except 104 36' 3".
109	Osgood Bradley	1902	DT Wood	35' 3" closed.
114	Brill	1900	DT Wood	36' 3" closed.
118	Osgood Bradley	1902	DT Wood	36' 1" closed.
123, 126	Osgood Bradley	1910	DT Wood	30' 9" closed.
131- 134	Stephenson	1903	DT Wood	40' closed.
151- 158	Wason	1906	DT Wood	44' closed, except 158 44' 4".
159- 169	Osgood Bradley	1911	DT Wood	41' closed.
157- 160	Newburyport	1894	10 Bench	ex-? 223,225,244. Transferred to Middletown.
201- 210	Wason	1915	Semi-conv	47' long.
222	Newburyport	1894	10 Bench	ex-? 222.
226- 227	Newburyport	1894	10 Bench	
230- 231	Jones	1895	10 Bench	
232- 233	Newburyport	1894	10 Bench	
234	Newburyport	1893	10 Bench	
235, 239	Newburyport	1895	10 Bench	
236- 238	Newburyport	1894	10 Bench	
240, 242	Newburyport	1893	10 Bench	
241	Newburyport	1895	10 Bench	
247	Newburyport	1895	10 Bench	
301- 302	Laconia	1898	12 Bench	
311- 315	Newburyport	1900	13 Bench	New London St Rwy.
317- 318	Newburyport	1900	13 Bench	New London St Rwy.
319- 320	Osgood Bradley	1903	13 Bench	New London St Rwy; rebuilt to 28' 6" closed in 1916.
322- 324	Brill	1900	13 Bench	323 and 324 rebuilt to 28' 6" and 29' closed in 1916.
325- 327	Laconia	1903	13 Bench	Rebuilt to 28' 6" closed in 1916.
341- 342	Stephenson	1903	14 Bench	Willimantic Traction.
361- 363	Jones	1902	15 Bench	
364	Laconia	1904	15 Bench	
365- 369	Wason	1906	15 Bench	367 rebuilt to 32' 5" closed in 1916.
370	Laconia	1904	15 Bench	
371- 374	Osgood Bradley	1910	15 Bench	
2276-2281	Wason	1920	ST Safety	Original assignment.
2302-2308	Osgood Bradley	1920	ST Safety	Original assignment.
3123-3124	Osgood Bradley	1923	DT Steel	Original assignment. Lightweight cars.

SIGNIFICANT RAIL LINE DATES:

5- 1-13	Rail lines leased to Shore Line Electric Railway.
-14	Cars were under lease, not included in systemwide renumbering.
1- 1-20	Rail lines returned to Connecticut Company.
4-11-32	Ocean Beach converted to bus.
4-11-32	Post Hill converted to bus.
4-11-32	Jefferson Avenue converted to bus.
4-11-32	Broad Street converted to bus.
3-18-34	New London-Norwich converted to bus.

NORWICH DIVISION

CAR ROSTER:

Cars shared with New London Division.

SIGNIFICANT RAIL LINE DATES:

8-26-09	Willimantic-South Coventry opened by Connecticut Co.
5-31-13	Rail lines leased to Shore Line Electric Railway.
1- 1-20	Division returned to Connecticut Co. from Shore Line Electric.
11- 9-25	Central Village-Moosup abandoned.
12- 1-25	Norwich-North Grosvenordale converted to bus.
- -26	Operations of Putnam division transferred to Norwich Division.
11-21-26	Willimantic-South Coventry abandoned.
1- 1-30	Putnam-No. Grosvenordale franchise sold to Short Line Company.
3-18-34	Norwich-Montville-New London converted to bus.
11-29-36	Boswell Avenue converted to bus.
11-29-36	Laurel Hill converted to bus.
12- 1-36	Willimantic converted to bus.
12- 6-36	Greenville converted to bus.
12- 6-36	West Side converted to bus.
12-13-36	Yantic converted to bus.

TOP:
Some turn-of-the-century rolling stock poked their noses out of Norwich division's Greenville car barn on August 30, 1936. All were built in 1903, several years before Connecticut Company was formed. No. 131 was a Stephenson product. Sweepers Nos. 0344 and 0345 were originally 15-bench opens built by Cincinnati that were rebuilt in the Waterbury shops in 1923. No. 0345 was sold to the Hoboken (NJ) Manufacturers Railroad after rail service ended in the division.

BOTTOM:
No. 322 was a 13-bench open built by Brill in 1900. It survived until the last days of the division, but sister cars Nos. 323 and 324 were rebuilt to closed cars in 1916.

Both, Jeffrey K. Winslow collection

NEW BRITAIN DIVISION

CAR ROSTER:

37	Brill	1893	ST Wood	18' closed.
126- 128	Brill	1894	8 Bench	CR&L 58,59, 61.
233- 239	Brill	1895	8 Bench	Central Rwy & Elec/CR&L 62-68.
301- 303	Brill	1895	ST Wood	20' closed.
369	Brill	1896	DT Wood	29' closed.
479- 483	Jones	1898	12 Bench	Central Rwy & Elec/CR&L 301,303,305,307,309.
797- 798	Cincinnati	1905	10 Bench	ex-? 69,70.
815	Cincinnati	1905	ST Wood	20' 1" closed. Rebit 1920 as safety car.
822- 824	Cincinnati	1905	15 Bench	CR&L 311,315,89.
876	Cincinnati	1905	DT Wood	32' closed.
881- 882	Cincinnati	1906	ST Wood	20' 1" closed. 882 transferred to New Britain.
1197-1198	Stephenson	1907	DT Wood	30' 9" closed.
1278-1279	Osgood Bradley	1910	15 Bench	ex-? 304,306.
1315-1316	Osgood Bradley	1910	DT Wood	30' 10" closed.
1391-1392	Osgood Bradley	1911	15 Bench	ex-? 317,319. Both on New Haven roster by 1942. 1391 to Seashore Elec Rwy Museum.
1828-1832	Wason	1917	DT Steel	Original assignment.
3113-3114	Osgood Bradley	1923	DT Steel	Original assignment. Lightweight cars.

Disposition of Cars to Connecticut Railway & Lighting on November 15, 1936

Wood: 1190, 1197-1198, 1317, 1319, 1518, 1522.
Steel: 1827-1831.

SIGNIFICANT RAIL LINE DATES:

7-14-21	Arch Street converted to bus.
9-14-27	Berlin converted to bus.
10-10-28	Farmington Avenue converted to bus.
7- 7-30	North Stanley Street converted to bus.
10-24-31	Pleasant Street converted to bus.
11-15-36	Plainville converted to bus.
11-16-36	Operations returned to CR&L.
4-25-37	New Britain-Newington-Hartford converted to bus.

"P"

Jeffrey K. Winslow

Although the destination sign proclaimed New Britain, No. 1932 was a Hartford division car seen on a fan trip to Keney Park. Service between the two cities was regularly provided by the six interurban-equipped cars within the 1800 series.

PUTNAM DIVISION

CAR ROSTER:

1 , 3, 15	Jones	1898	10 Bench	
9	Southern	1907	DT Wood	47' combine.
12	Newburyport	1895	ST Wood	
14	Briggs	1902	ST Wood	26'8" closed. 2 motors.
20	Newburyport	1900	10 Bench	Worcester & Connecticut Eastern.
21-24, 26	Jones	1900	15 Bench	Worcester & Conn Eastern, exc#24 Willimantic Traction/W&CE.
51- 55	Wason	1898	DT Wood	41' closed. ex-Worcester & Connecticut Eastern. 54 to Hartford.
56- 58	Wason	1898	DT Wood	41' combines. ex-Worcester & Connecticut Eastern.
65	Wason	1907	DT Wood	44' closed. Transferred to Hartford.
83	Wason	1898	ST Wood	30' 5" rebuilt in 1920 as safety car.

SIGNIFICANT RAIL LINE DATES:

- -26	Operations transferred to Norwich Division.

TORRINGTON DIVISION

CAR ROSTER:

175	Lamokin	1894	ST Wood	18' closed.
409- 416	Massachusetts	1897	10 Bench	Torrington & Winchester St Rwy 15-22.
417	Massachusetts	1897	14 Bench	Torrington & Winchester St Rwy 23.
437- 441	Massachusetts	1897	ST Wood	20' closed.
3000-3002	Wason	1922	DT Safety	Original assignment. Transferred to New Haven.

SIGNIFICANT RAIL LINE DATES:

1- 5-29	Last day of rail service. Winsted bus service by New England Transportation 1-6-29.
1- 5-29	Highland Park branch abandoned.

Jeffrey K. Winslow

Connecticut Company needed only three double truck Birney safety cars for the base service of Torrington division. Bought in 1922, they were the only ones on the system and were shipped to New Haven after less than seven years use. Since their wooden slat seats provided little riding comfort, the cars were regularly assigned to the relatively short runs of route "Y" on Chapel Street. No. 3000 sits outside the lower level of the James Street car house.

WATERBURY DIVISION

CAR ROSTER:

90- 103	Brill	1894	8 Bench	Waterbury Traction 49,52,43,53,54,58,59-62,64,66.
370	Brill	1896	DT Wood	29' closed.
418	Cincinnati	1897	12 Bench	Waterbury Traction 91.
433- 436	Brill	1897	ST Wood	20' closed.
495	Brill	1898	DT Wood	29' 2" closed.
542- 546	Brill	1900	12 Bench	Waterbury Traction 69,71,73,75,79.
634	Brill	1901	DT Wood	28' closed.
640- 643	Brill	1901	DT Wood	28' closed.
644- 649	Brill	1902	10 Bench	Waterbury Traction 57,63,65,67,59,61.
665- 667	Brill	1902	12 Bench	ex-? 87,89,103. 665 rebuilt to Work Car 0303.
669- 681	Brill	1902	DT Wood	28' closed.
683- 684	Brill	1902	Semi-conv	28' long.
725	Brill	1903	DT Wood	28' closed.
792- 794	Cincinnati	1905	10 Bench	CR&L? 44,43,45.
799	Cincinnati	1905	10 Bench	CR&L? 25.
816	Cincinnati	1905	ST Wood	20" 1" closed. Transferred to New Britain.
817- 821	Cincinnati	1905	12 Bench	ex-? 93,95,97,99,101,103.
875	Cincinnati	1905	DT Wood	28' 3" closed. Transferred to New Britain.
877- 880	Cincinnati	1905	DT Wood	30' closed.
887- 889	Cincinnati	1906	13 Bench	ex-? 105,107,109.
969- 976	Cincinnati	1906	DT Wood	30' 2" closed.
977- 985	Brill	1907	15 Bench	ex-? 111,113,115,117,119,121,123,125,127.
1202-1212	Stephenson	1907	DT Wood	30' 9" closed.
1320-1322	Osgood Bradley	1910	DT Wood	30' 10" closed. To Derby division.
1449-1477	Osgood Bradley	1911	15 Bench	ex-Conn Co 129-185 odd. 1449-1458 rebuilt as closed cars. 1459-1462,1464,1467-1468,1470-1474 on New Haven roster in 1942. 1468 to Seashore Elec Rwy Museum.
1523-1550	Osgood Bradley	1911	DT Wood	30' 10" closed.
1900-1913	Brill	1919	DT Steel	Original assignment. Suburbans. 1911 to Branford museum.
2287-2301	Wason	1920	ST Safety	Original assignment.
2309	Osgood Bradley	1920	ST Safety	Original assignment.
3125-3149	Osgood Bradley	1923	DT Steel	Original assignment. Lightweight cars.

Disposition of Cars to Connecticut Railway & Lighting on November 15, 1936

Wood: 1333-1334, 1537, 1544, 1549-1550.
Steel: 3127-3149. Ten cars sold to Third Avenue (NYC) Railway after end of service. Unused by TARS.

SIGNIFICANT RAIL LINE DATES:

7- 8-07	Waterbury-New Haven service started.	
8- 3-08	Thomaston service started.	
9- 2-08	Woodbury service started.	
1- 5-29	Thomaston abandoned without bus replacement.	"G"
9-28-30	Middlebury-Woodbury converted to bus.	"F"
1-11-31	Baldwin Street converted to bus.	"C"
8- 5-34	East Main Street-Reidville converted to bus.	"D"
8- 5-34	Waterbury-Cheshire converted to bus.	Not a lettered route.
11- 4-35	Waterbury-Naugatuck converted to bus.	"N", formerly "A"
7- 9-36	Milldale-Cheshire shuttle converted to bus.	Not a lettered route.
11-16-36	Operations returned to CR&L.	
12- 6-36	Cheshire-New Haven converted to bus by both CR&L and Connecticut Co.	
4- 4-37	No. Main (Lakewood Pk)-Town Plot converted to bus.	"H"
5-23-37	Watertown converted to bus	
5-23-37	Waterville converted to bus.	"D"
6-20-37	Naugatuck-Derby-New Haven converted to bus.	Not a lettered route.

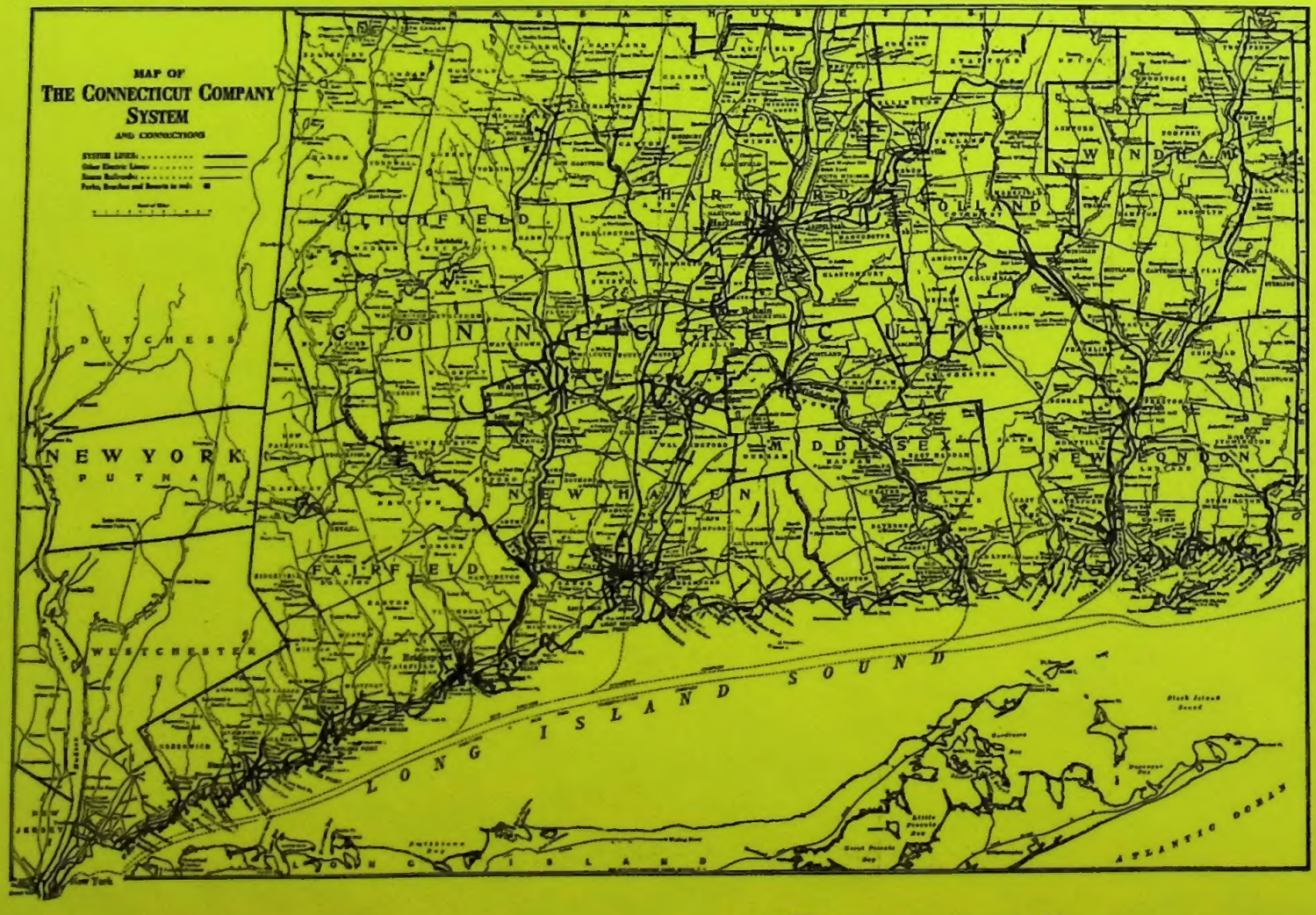
INSIDE REAR COVER:

No. 1913 was posed at Beacon Falls in 1937 for a portrait of an era that was passing. The motorman has brought the car through the trolley wire contactor that controlled the signals on this block of single track. The United States Electric signal on the pole has one disk showing to indicate the passage of his car. He has thereby forestalled the possibility that a northbound car will enter the other end of the block at Jones turnout and thus delay this southbound departure. *- Jeffrey K. Winslow collection.*

NEW HAVEN
1913

RELIVE THE DAYS OF CONNECTICUT COMPANY'S BIG YELLOW CARS:

- The Yale Bowl Open Cars
- Fan Trips in New Haven
- Work Cars and Flangers
- Lesser Known Lines
- Car Rosters by Divisions
- Express Motor Service
- The Isolated Torrington Line



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